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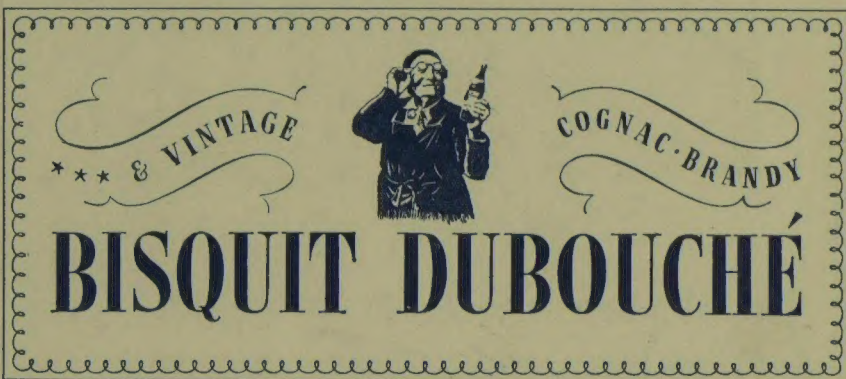
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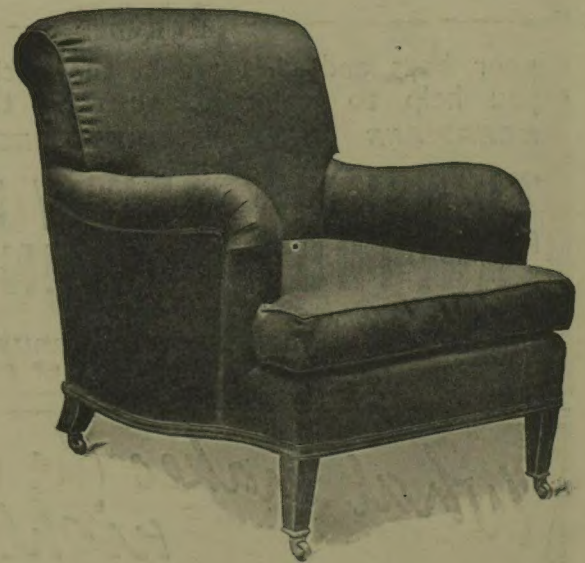
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SATURDAY, SEPTEMBER 16, 1939.



**A CHILD VICTIM OF AS CRIMINAL A DEED AS THE SINKING OF THE "LUSITANIA": A LITTLE BOY CARRIED ASHORE AT GALWAY FROM THE "KNUTE NELSON," WHICH RESCUED MANY "ATHENIA" SURVIVORS.**

More than anything, the idea of the sufferings of the children in the "Athenia" horrified people in every civilised country in the world. Anguished passengers told of how they lost sight of their families below decks when the lights went out, and of sons and daughters who were never seen again. Even more dreadful was the experience of those who were forced to look on while their children drowned before their eyes, or saw them drifting away in lifeboats as they themselves stood

on the decks of rescuing ships. There were pathetic scenes when the little ones were brought ashore, dressed in clothes borrowed from men in the ships that rescued them, or wrapped in blankets. Drawings made by our special artist from the accounts of witnesses of the highest standing, giving an impression, more vivid than anything words are capable of, of one of the most terrible, as well as one of the most futile of German crimes, appear on later pages. (Central Press.)





By ARTHUR BRYANT.

THE other day, passing across an ancient harbour, I saw a great ship. She lay along the quay-side, with innumerable gangways climbing steeply along her tall sides and with white-capped men in blue and khaki swarming to and fro across them on urgent, ordered errands. She was making ready for sea and wisps of smoke were already curling from her funnels and her great grey guns were swung sideways. There was something gaunt about her, for she was an old ship, and her towering funnels and masts stood high above the water-line. She had fought for England a quarter of a century ago, and I knew that those great guns had swept the misty horizon and hurled their offspring of flaming death across the seas at Jutland. Now once more her hour had come, which was England's. As the ferry-boat chugged and fussed its way through the grey waters of Portsmouth Harbour, I could not help reflecting on the mystery of this great fighting-ship and the story of England's sea power. On her and a bare dozen or so like her depended in the last resort the lives and well-being of every inhabitant of the crowded island she went out to defend and of many millions of others in every corner of the world. It was through that power, exercised by the ordered labour and skill of countless Englishmen, that this country's word and will was heard throughout the world and her slow wrath feared. It was a power so great that it needed to put forth its full strength but once in a century to rule the earth without the firing of a single gun.

During the last war the mere existence of that force hundreds of miles away from the struggling armies and the smoking cities that fed the battlefield was sufficient to decide the war and the fate of mankind. The terrible purpose of England beset by foes was expressed in its final form in remote silence: among the islands of the north the Fleet was in being and no more was needed. The only half-hearted attempt to challenge it ended in the thunder of Jutland: but when the mists and smoke of that confused cannonade lifted, the silent seas remained as they were—England's forbidden waterway. The people of Central Europe suffered deprivation till their armies broke and fled, and their ships, manned by hungry and mutinous men, tailed in mournful submission to surrender at Scapa Flow. And the contrary of all this was also true, that without this sea power we in these overcrowded islands would have perished in famine and pestilence without any need on the part of our enemies to fire a single shot.

It is to force the German Leader has now appealed. It is a state to which he has constantly resorted in the course of his extraordinary, chequered and tragic career. Hitherto that appeal, with the solitary exception of that of November 1923, has been a

successful one. It has succeeded because those to whom it has been applied have always been weaker than himself. He has now, despite every reasonable warning, used it against the ally of a Power that, though sparing to employ force, is accustomed to use it when compelled to with relentless and unyielding pressure. That he should have done so is an act of the most tragic and criminal significance. It unlooses forces

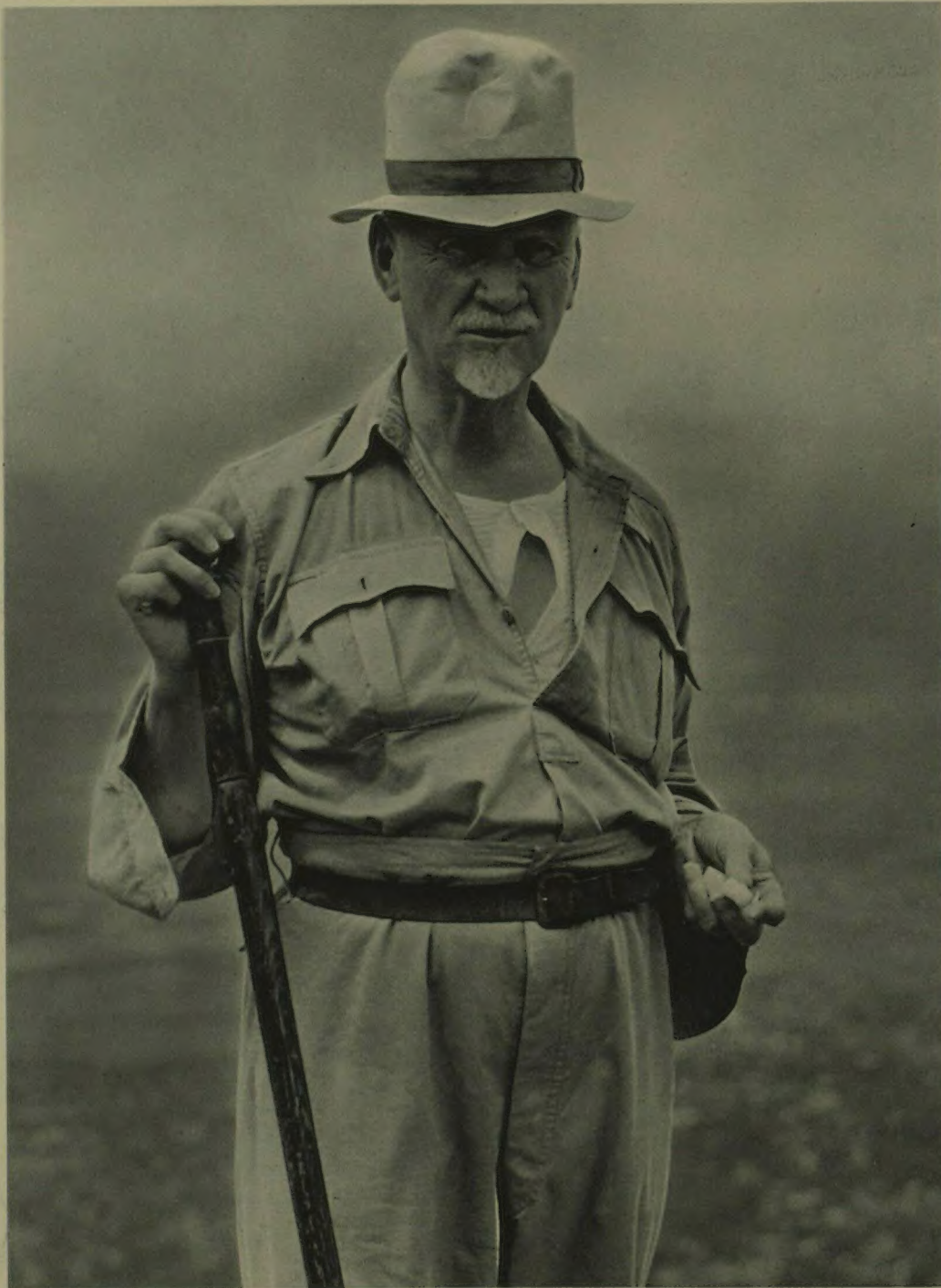
necessity of a harsh world that the use of this passive and defensive force against aggression must itself impose suffering equal to, and perhaps ultimately greater than that inflicted by the aggressor. There is, at least, for a man of peace, the consolation derived from old Milton:

Oh how comely it is, and how reviving  
To the spirits of just men long oppress'd!  
When God into the hands  
Of their deliverer  
Puts invincible might  
To quell the mighty of the  
earth, the oppressor,  
The brute and boisterous  
force of violent men.

But there is little other.

This question of the use and effect of force is one that is causing thoughtful men all over the world the utmost sadness and in many cases bewilderment of spirit. There are some who solve their dilemma by abjuring force under all circumstances: their lot is a hard but at least a simple one. There are others—the great majority—who do not think, but loyally obey their orders, sacrificing themselves on the altar of a proud and united obedience without any misgiving. And there are others again who see that lawless force must be resisted, but fear lest the force they create to redress an outraged balance may itself become in its ultimate triumph lawless and oppressive. For however obvious its necessity, the very exercise of force, as the painful experience of the past quarter of a century has shown only too clearly, can produce calamitous results. That indeed is what constitutes the wickedness of the act that has now again unloosed it. For, though force may coerce the body, it nearly always has the effect of antagonising and embittering the mind. He who enforces it may in the hour of victory shut his heart to pity, and in doing so render himself or his children liable to the terrible penalties which the gods sooner or later inflict on the arrogant. He who submits to it in the hour of defeat does so with the desire and resolve to revenge himself on some future occasion. The pages of human history repeat this truth with mournful monotony. But neither historian nor statesman has yet solved the problem of teaching crucified mankind how to avoid this recurring tragedy.

Yet perhaps the English have come nearer to solving the problem than any race the world has yet known. Alone among the recorded rulers of mankind, they have shown in their chequered but splendid history the ability to use force and, having used it, to refrain from oppressing their defeated adversary. They have, of course, sometimes failed, like others: but that failure occurred in moments of overwhelming strain. The English make mistakes, but they learn from them. Those that we made in our history we are firmly resolved not to repeat. That is why we believe our victory must not be ours alone but that of all mankind.



THE VETERAN SOUTH AFRICAN LEADER WHO HAS RALLIED HIS NATION TO THE SIDE OF GREAT BRITAIN AND FRANCE IN THEIR STAND AGAINST NAZI AGGRESSION, AND FORMED A NATIONAL WAR GOVERNMENT: GENERAL J. C. SMUTS.

South Africa severed relations with Germany on September 6, Dr. Rudolph Leitner, the German Minister, being handed his passports. General the Rt. Hon. Jan Christiaan Smuts, soldier, statesman and philosopher, and South Africa's representative on the Imperial War Cabinet in 1917-18, became Prime Minister of the Union for the second time since the Armistice. These events formed the swift and dramatic sequel to the rejection by the House of Assembly at 9 p.m. the previous day of General Hertzog's motion proposing that in the present war against National-Socialist Germany South Africa's relations with the belligerents should "persist unchanged as if no war was being waged" and the passing of General Smuts' amendment by 80 votes to 67. In accepting General Hertzog's resignation the Governor-General, Sir Patrick Duncan, refused his request for a general election, and thereupon invited General Smuts to form a new Government, the composition of which was announced a few hours later. General Smuts, who was in supreme command of the Boer forces in Cape Colony in 1901, has long held the view that South Africa should give every aid to Britain in the event of a second European war. He is sixty-nine and was previously Prime Minister of the Union from 1919 until 1924. The above photograph of him was taken during a recent climb of Table Mountain. (Fox.)

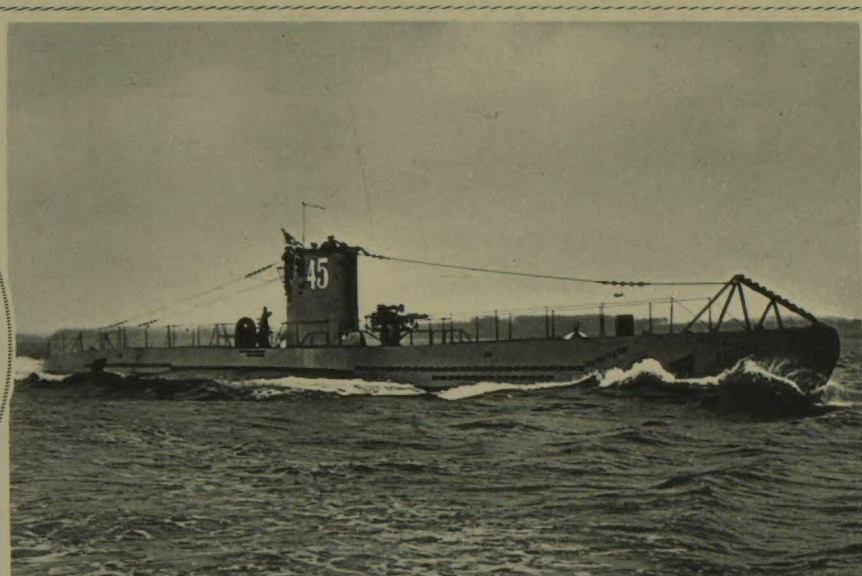
of evil which no man can measure and whose ultimate power no one can hope to calculate. It imposes upon mankind suffering which no human being has any right to impose upon his fellow-creatures. The lust for power is a very terrible thing. And in the last resort it can only be met by force. That is what the fleet of England is for: to stem the tides of unbridled violence. It is a harsh and inescapable



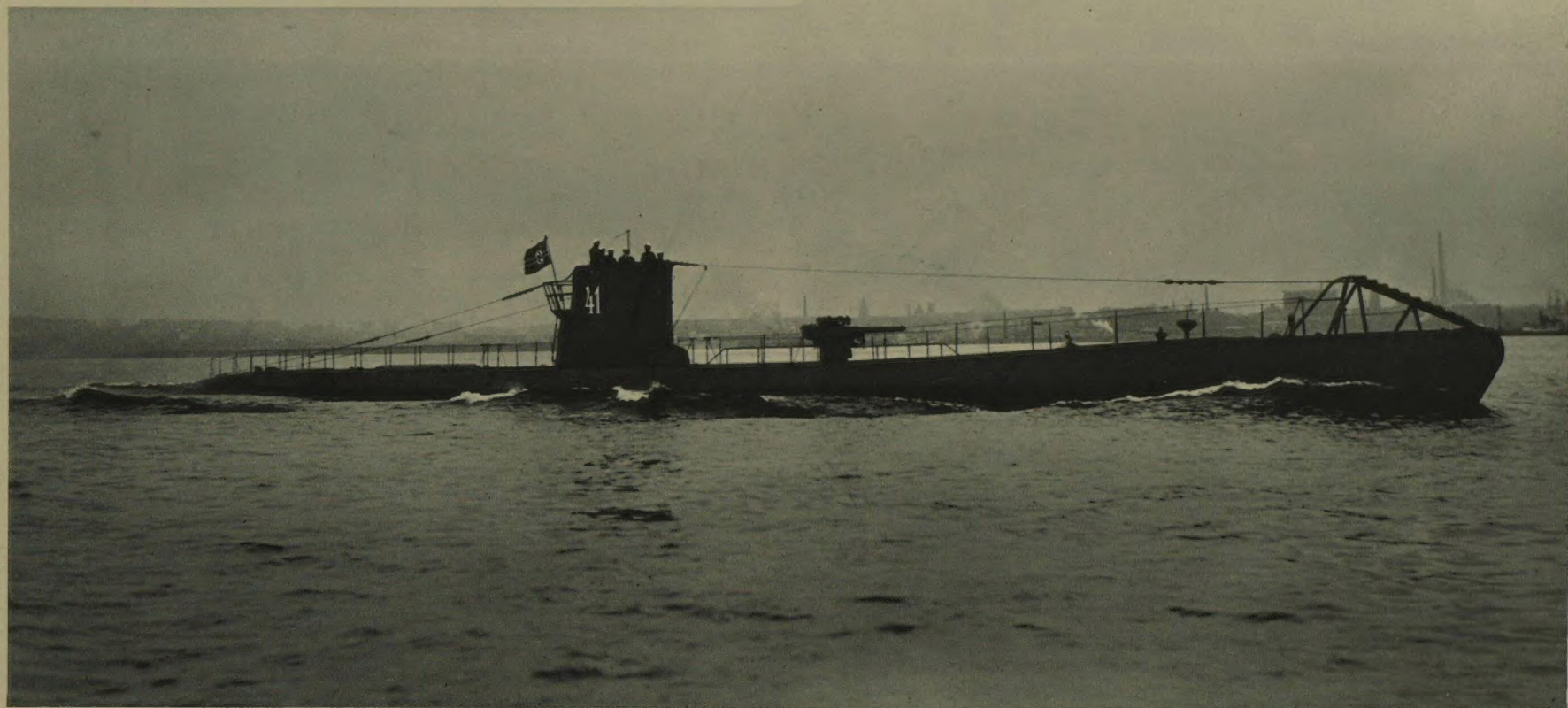
# TYPES OF POTENTIAL COMMERCE-RAIDERS: "OCEAN-" AND "SEA-GOING" U-BOATS.



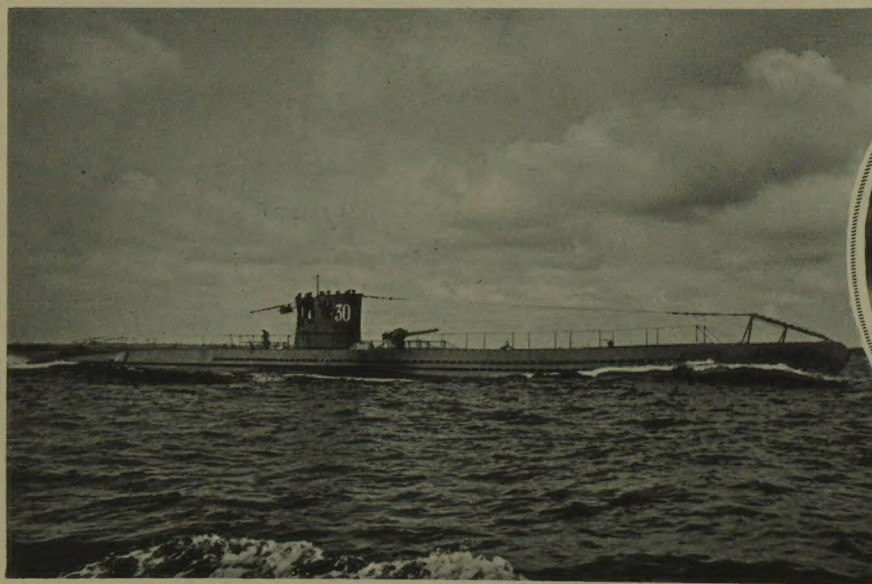
A U-BOAT OF MEDIUM CRUISING RANGE: THE "U 36," DISPLACING 500 TONS ON THE SURFACE, AND HAVING A SPEED OF NEARLY 17 KNOTS.



THE "U 45," A MEDIUM SUBMARINE; WITH HER BLACK AND WHITE EMERGENCY RESCUE BUOY PLAINLY VISIBLE UPON THE FORE PART OF HER DECK.



THE MOST FORMIDABLE TYPE OF GERMAN SUBMARINE WHERE COMMERCE-RAIDING IS CONCERNED: "U 41," OF THE 740-TON "OCEAN-GOING" CLASS, OF WHICH THERE ARE NOT MORE THAN 12 IN SERVICE.



TWO MEDIUM-SIZE GERMAN SUBMARINES OF MORE RESTRICTED RANGE THAN THE BIG 740-TONNERS: "U 30" AND "U 53," BOTH MOUNTING 3'5-IN. GUNS. THE BLACK AND WHITE EMERGENCY RESCUE BUOYS CARRIED BY ALL GERMAN SUBMARINES ARE VISIBLE IN BOTH CASES ON THE FORE-DECK.

Considerable misgiving was felt in this country when the Anglo-German Naval agreement was signed in 1935, permitting Germany to build submarines again, up to a tonnage equal to the submarine tonnage of Great Britain. These misgivings were to a certain extent allayed by the fact that Germany was one of the first Powers to agree to abide by Part 4 of the London Naval Treaty of 1930, which provides that submarines must conform to the rules of international law to which surface

vessels are subject. But the torpedoing of the "Athenia" without warning showed that this promise was only another scrap of paper, and invested the German submarine service with the sinister interest it enjoyed a quarter of a century ago. The German submarine fleet was, however, considerably larger when unrestricted submarine warfare was begun in 1917. Then she had 148 boats; now she has only some 65 in service, of which nearly half are small craft unfit for distant cruising.



# GUILTY OF THE "ATHENIA" CRIME: THE GERMAN SUBMARINE SERVICE.



PREPARING HOT FOOD FOR THE CREW OF A GERMAN SUBMARINE OF THE MEDIUM SIZE, SEA-GOING TYPE, SHOWING THE EXTREMELY LIMITED SPACE—JUST OVER TWO YARDS SQUARE—AVAILABLE FOR THE COOK.



A DOOR IN THE WATERTIGHT BULKHEAD LEADING FROM THE BOW TORPEDO CHAMBER AND CONTROL ROOM, SHOWING A MEMBER OF A SUBMARINE CREW OF THE "SALZWEDEL" FLOTILLA STEPPING THROUGH THE BULKHEAD.



MORE CRAMPED THAN A PRISON CELL: THE CHIEF PETTY OFFICER'S ROOM IN THE GERMAN "U 27," WHICH CARRIES A COMPLEMENT OF 35 AND HAS A STANDARD DISPLACEMENT OF 500 TONS.



FOR USE WHEN THE SUBMARINE MEETS DISASTER AND CANNOT SURFACE: THE LIFEBOUY WITH PROTECTED LIGHT WHICH, WHEN RELEASED, RISES AND MARKS THE SUBMERGED VESSEL'S POSITION.

The sinking of the "Athenia" by a German submarine has demonstrated to the world that Germany has again taken to the practice of sinking merchant ships without warning, which made the name of her submarine service a by-word for inhumanity throughout the world in the last war. This submarine service has only recently been resurrected, the first boats being laid down in 1935. In the 1939 edition of Brassey's "Naval Annual" mention was made of 44 submarines completed by the end of 1938, 24 of them being of only 250 tons. Actually, there are believed to be 65 now in service. The small boats are only designed for training and coast defence. During the last war the number of U-boats

in commission reached its maximum of 140 in October 1917, and then slowly diminished, and as the year progressed it became increasingly clear that the submarine attack on commerce had been countered; the vessels, moreover, failing to impede either the transport of British troops to France or of American troops to Europe. Indeed, with the introduction of the convoy system the potency of submarine warfare was virtually at an end. The German submarine "U 27," on board of which the above illustrations were taken, is one of ten submarines of like structure laid down by Germany under the 1935 and 1936 programmes and completed 1936-37, of a standard displacement of 500 tons.



## IN A U-BOAT: CRAMPED QUARTERS COMMERCE-RAIDERS MUST ENDURE.



IN A MEDIUM-SIZE GERMAN U-BOAT OF THE SEA-GOING TYPE, WHICH IS OF CONSIDERABLY LESS ENDURANCE THAN THE MUCH LARGER CRUISER-SUBMARINE BUILT DURING THE LAST WAR, WHICH WAS CAPABLE OF 18,000 MILES WITHOUT REFUELLING: PETTY OFFICERS HOLDING INSTRUCTION CLASSES WHILE AT SEA.



A COMPARTMENT OF THE SUBMARINE CROWDED, BOTH IN ACTION AND WHEN THE CREW ARE OFF DUTY, WHEN IT SERVES AS SLEEPING QUARTERS: THE BOW TORPEDO CHAMBER OF A GERMAN SEA-GOING BOAT, SHOWING RAILS AND CHAINS EMPLOYED IN MOVING THE TORPEDOES; AND THE INNER DOORS OF TWO TUBES.

By the end of last year Germany had completed twenty-four submarines of 250 tons and at least twenty of the 500-700 tons type illustrated by the photographs appearing in these pages. It was understood in April that another twenty-seven of the larger size were building and would be completed during the course of the year, making seventy-one in all. It is believed that Germany was intending, even in peace-time, to build under-water craft of 1000 tons or more, the explanation given being that they were "needed primarily to counter

a potential enemy in the Baltic!" During the last war the Germans constructed "cruiser-submarines" with a range of 18,000 miles at 8 knots, but these vessels had to be of relatively very large size, the first, "U 140," being 1930 tons. This is considerably larger than any submarine which the Germans are known to be constructing now. The largest submarine in the world at the moment is the French "Surcouf," of 2880 tons. According to Jane's "Fighting Ships" she has a radius of 12,000 miles at 10 knots.



## THE THEATRE OF WAR ON THE WESTERN FRONT: THE REGION OF THE MAGINOT AND SIEGFRIED LINES.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS.



A PICTORIAL MAP OF THE EASTERN FRONTIER OF FRANCE, WHERE FRENCH AND GERMAN FORCES CONFRONT EACH OTHER—AT A DISTANCE OF NOWHERE MORE THAN A FEW MILES, AND IN PLACES OF ONLY TWO HUNDRED YARDS. Hostilities in the region illustrated on this map began on September 5. The French War Communiqué No. 4 stated: "Our troops made contact everywhere on our frontier between the Rhine and the Moselle. It should be pointed out that on the Rhine permanent fortifications run along both banks of the river." The dotted lines on this map mark the frontiers between France, Belgium, Luxembourg and, on the extreme north and south respectively, Holland and Switzerland. The spectator is looking east. Germany's western

frontier is shown as far as it runs with the eastern frontiers of France, Luxembourg and Belgium. It gives a clear idea of some of the country along the eastern French border. At the time of writing the German-Belgian frontier is closed except to pedestrians; the German-Dutch frontier remains open. The important difference, of course, between the beginning, in 1914, of the war on the Western Front, and the beginning on that front on September 5, is that in the first case the war started as one of manoeuvre

and movement over more or less open country; to-day the opposing forces are both based on strongly fortified positions. The Maginot Line, which runs along France's western border, took about ten years to construct, and constitutes the finest fortifications in the world. The Siegfried Line is similar in one respect—though built more hastily—in that it has been constructed with all the efficiency that brains and material can produce. Nowhere are the two lines separated by more than a few miles. In the Rhine sector the

opposing forces watch each other across the river at the range of a pistol shot. More attention should probably be paid, therefore, to the part between Luxembourg and the river. But even here the proximity of the two elaborately constructed lines seems to imply trench warfare *in excelsis*, though with a certain "No Man's Land" in between. Whether either side has devised a method of overcoming the deadlock which such a situation suggests is yet to be seen.—[From a drawing previously published in "The Illustrated London News" in 1936.]



## ON THE POLISH FRONT: SCENES IN THE GERMAN ADVANCE.



THE RACK OF BATTLE-SMOKE ON THE POLISH FRONT—HORSE-DRAWN GERMAN ARTILLERY ADVANCING THROUGH A BURNING POLISH VILLAGE; THE POLISH ARMY HAVING SUCCESSFULLY CONDUCTED A STRATEGIC WITHDRAWAL TO STRONG DEFENSIVE POSITIONS. (A.P.)

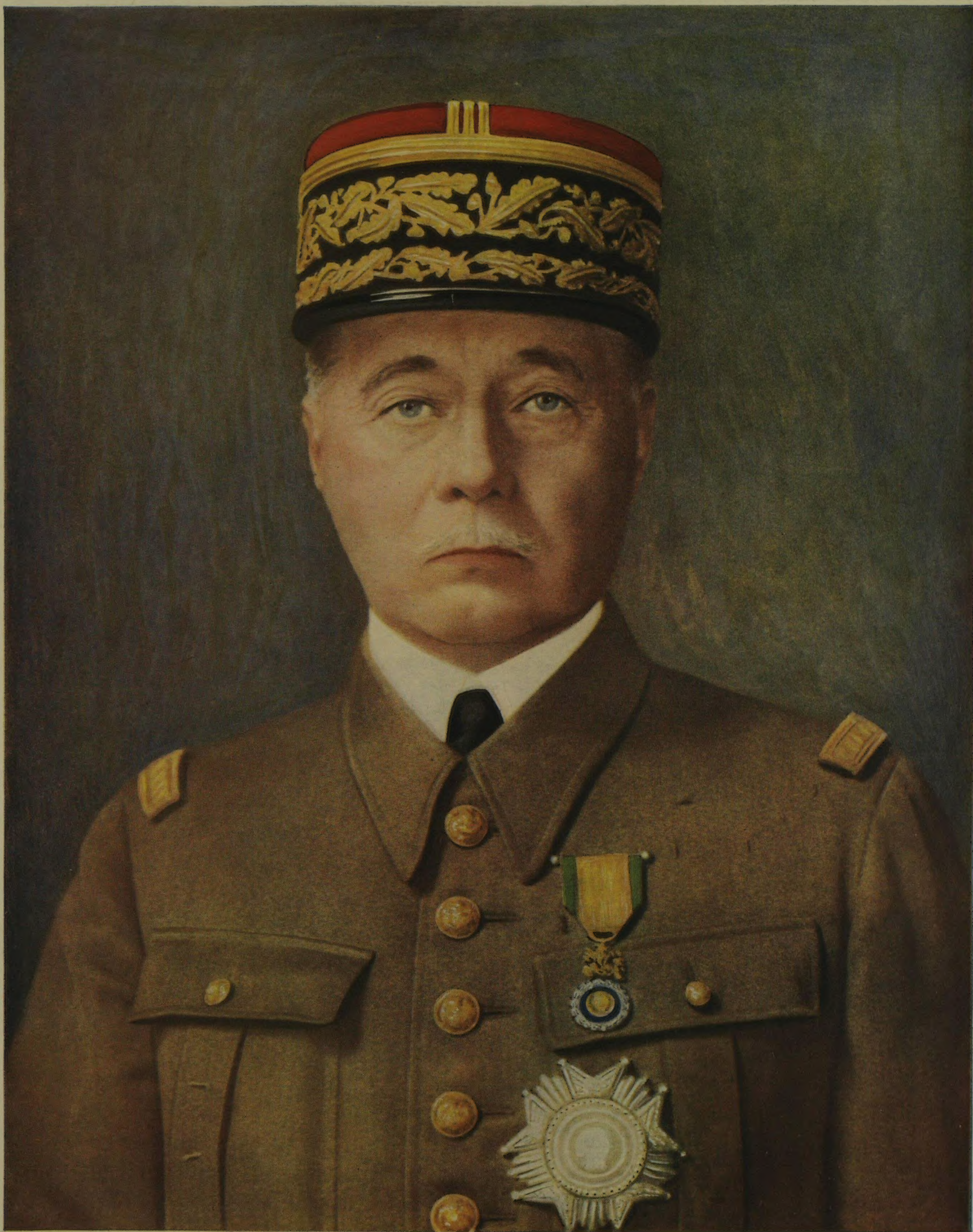


GERMAN ADVANCE-GUARDS, IN CAR AND ON MOTOR-CYCLES, PASSING THROUGH A VILLAGE STILL BLAZING FROM HEAVY BOMBARDMENT. THE MOTORISED NATURE OF THE GERMAN TROOPS WAS RESPONSIBLE FOR THEIR ADVANCE—BUT THE POLISH ARMY HAS REMAINED INTACT. (A.P.)

Above we reproduce two pictures of the German advance on the Polish front and showing the waste and desolation brought to Poland by the war. Germany has attempted to put in practice her doctrine of *Blitzkrieg*; but Polish spirit remains unbroken and the Polish Army is still intact. The Polish General Staff, and the Anglo-French military missions have long foreseen the German

occupation of one-third of the territory of Poland, and, indeed, the possibility of the fall of Warsaw. Against a heavy, eight-sided onslaught by the German motorised forces, the Polish Army, largely quick-moving cavalry and infantry, have fought successful delaying actions—constituting a fine strategic withdrawal to the strong defensive positions along the Rivers Bug and Vistula.





THE SUPREME HEAD OF THE FIGHTING FORCES OF FRANCE, GENERAL MARIE GUSTAVE GAMELIN,  
WHO PLAYED A DECISIVE PART IN PLANNING THE VICTORY OF THE MARNE IN 1914.

PHOTOGRAPH BY HENRI MANUEL, PARIS.





THE COMMANDER-IN-CHIEF OF THE BRITISH FIELD FORCE, GENERAL LORD GORT, V.C.,  
WHO WAS PREVIOUSLY CHIEF OF THE IMPERIAL GENERAL STAFF SINCE 1937.

PHOTOGRAPH BY RUSSELL, LONDON.



## SCENES ON THE HOME FRONT: A PICTORIAL RECORD OF RECENT EVENTS.



LEADERS OF THE THREE SERVICES EN ROUTE FOR DOWNING STREET: GENERAL SIR EDMUND IRONSIDE, C.I.G.S.; AIR CHIEF MARSHAL SIR CYRIL NEWALL, CHIEF OF THE AIR STAFF; AND THE FIRST SEA LORD, ADMIRAL SIR DUDLEY POUND. (Planet.)



THE FORMER BRITISH AMBASSADOR TO BERLIN RETURNS HOME: SIR NEVILLE HENDERSON DESCENDING THE GANGWAY OF "BATAVIA V.," IN WHICH HE SAILED FROM ROTTERDAM, DESTROYERS ESCORTING HIM DURING THE VOYAGE. (A.P.)



PART OF LONDON'S DEFENCE AGAINST THE INCENDIARY BOMB: WOMEN MEMBERS OF THE A.F.S.—THE AUXILIARY FIRE SERVICE—MARCHING IN DISCIPLINED FORMATION ON A LONDON SPORTS GROUND. (S. and G.)



LOOKING LIKE A GIGANTIC RAISED CHESS-BOARD, AND HELPING TO AVOID STUMBLES DURING BLACK-OUTS: THE FRONT STEPS OF A WELL-KNOWN NORTH LONDON PUBLIC BUILDING. (Fox.)



LEAVING CARLTON HOUSE TERRACE FOR THE WILHELMSTRASSE: DR. KORDT, FORMER GERMAN CHARGÉ D'AFFAIRES IN LONDON, LEAVING THE GERMAN EMBASSY. DR. KORDT USED THE SAME SEA ROUTE AS DID SIR NEVILLE HENDERSON—VIA HOLLAND. (S. and G.)

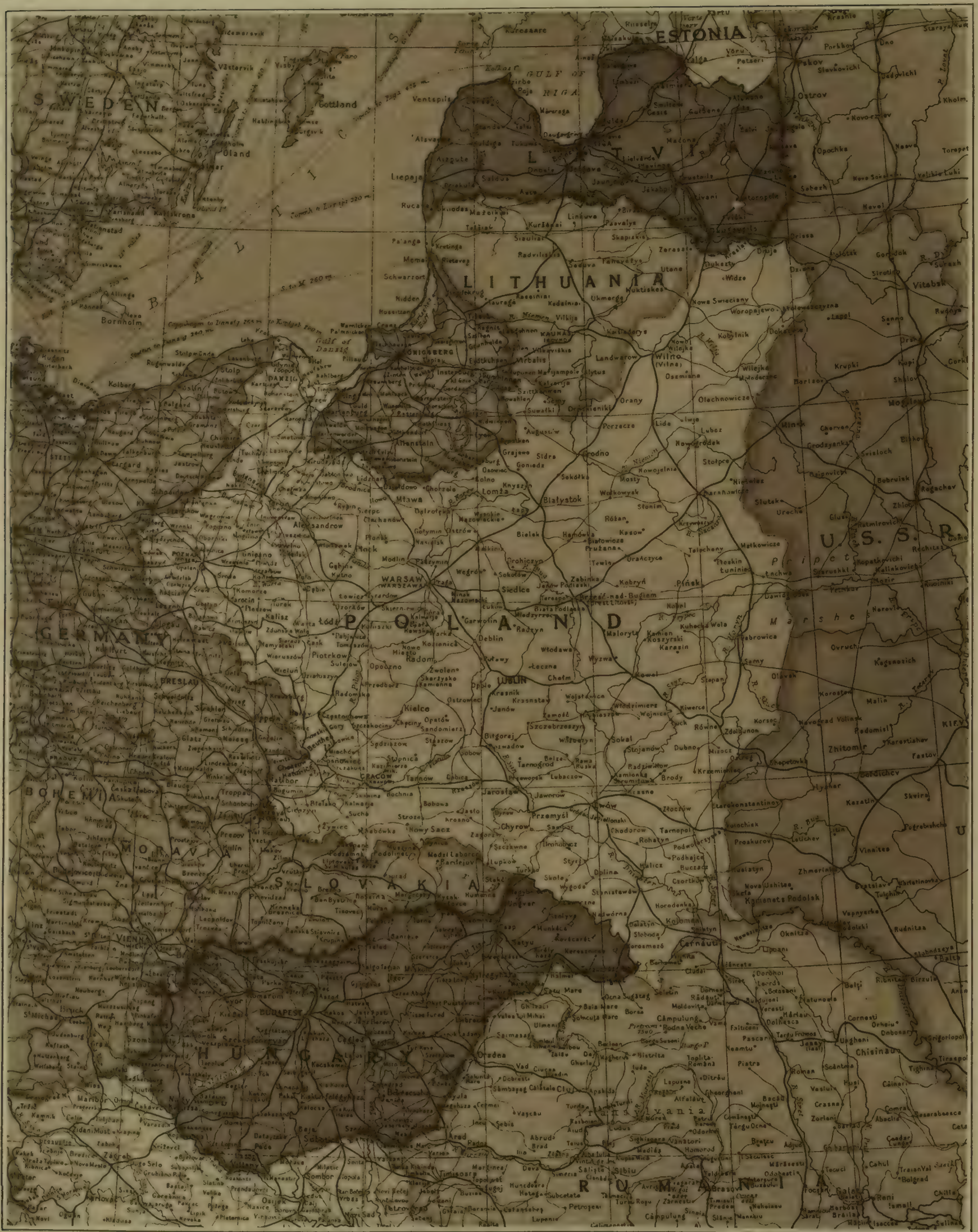


EVACUATING LONDON'S PETS TO THE WEST COUNTRY UNDER THE AUSPICES OF THE ANIMAL DEFENCE SOCIETY—(RIGHT) THE DUCHESS OF HAMILTON AND SOME OF HER HELPERS. (Photopress.)

On this page we present a "mixed bag" of general news on the home front. General Ironside is now Chief of the Imperial General Staff; Sir Cyril Newall is Chief of Air Staff, and Sir Dudley Pound is the First Sea Lord. Sir Neville Henderson, our former Ambassador in Berlin, returned safely to England on September 7; and with him his dachshund Hippy. Sir Neville had left Berlin on the morning of September 4. He travelled *via* Holland, the voyage from Rotterdam to Gravesend being made with an escort of destroyers, who dropped depth-charges in mid-Channel. On the evening of the 4th, Dr. Kordt, the German

Chargé d'Affaires in London, with members of the Embassy Staff, left for Berlin, also travelling *via* Gravesend and Rotterdam. The evacuation of London's pets proceeds apace; though it is estimated by one animal welfare society that the number of cats and dogs destroyed during the week immediately preceding the war and that immediately following its outbreak runs into millions. As well as evacuation for animals, an ingenious gas-proof kennel has been invented, whereby the movement of the dog (or cat) on a hinged floor works a bellows that passes filtered air through the kennel.





## POLAND AND HER NEIGHBOURS.

A MAP SHOWING THE CONFORMATION OF POLAND'S WESTERN FRONTIERS, SUBJECTING HER TO AN INITIAL STRATEGIC DISADVANTAGE; AND THE IMPORTANT RAILWAY LINKS WITH THE BLACK SEA VIA RUMANIA AND RUSSIA.

We give here a map on which the latest developments in Poland may be studied. The frontiers shown are as they were after German aggression had disintegrated Czechoslovakia (the Polish Carpathian frontier remaining virtually unchanged). Poland has a short frontier with Rumania, to which she is linked by the Lwow-Stanislaw-Kolomea-Cernauti railway. A communiqué issued on September 7 stated that "The Rumanian Crown Council has unanimously decided on strict observance of the rules of neutrality established by international convention

towards the belligerents in the present conflict." It was understood that Germany had been pressing Rumania to refuse to allow goods and war materials to pass through her territory into Poland; but a high authority in Bucharest stated, "Rumania as a neutral country stands on the Hague Convention of 1907. She will continue to trade in accordance with the wide scope allowed by the international convention." Another line of supply linking Poland with the Black Sea runs through Tarnopol and Zhmerinka to Odessa.

MAP BY JOHN BARTHOLOMEW AND SON, LTD., LONDON AND EDINBURGH.



# THE WAR-MAP OF POLAND; AND PLACES THE COMMUNIQUÉS MENTION.



(LEFT) IN THE OLD TOWN AT RADOM, 50 MILES SOUTH OF WARSAW, THREATENED BY THE GERMAN ADVANCE.



(ABOVE) AT CHELMNO, WHERE THE GERMANS STATED THEIR TROOPS CROSSED THE VISTULA UNDER THE EYES OF HITLER: THE POLISH PONTOON BRIDGE OVER THE GREAT RIVER.



THE SITUATION IN POLAND: A MAP WHICH SHOWS THE GERMAN LINES OF ADVANCE, IN A PLAN DESIGNED TO ENTRAP THE POLES ROUND WARSAW. [By Courtesy of "The Times."]



(ABOVE) CZESTOCHOWA—THE "POLISH LOURDES": THE GREAT MONASTERY CHURCH OF ST. PAUL THE ANCHORITE.



(LEFT) THE CASTLE OF BOGDAN, OR TUREN, THE WESTERN OUT-POST OF POLAND, WHICH THE GERMANS ATTACKED BY ENCIRCLING MOVES FROM NORTH AND SOUTH.



CRACOW, THE ANCIENT UNIVERSITY CITY IN SOUTHERN POLAND, WHICH THE GERMANS CLAIMED TO HAVE OCCUPIED ON SEPTEMBER 6.



CZESTOCHOWA—INDUSTRIAL CENTRE: A LARGE IRONWORKS IN THIS TOWN LYING NEAR THE SILESIAN FRONTIER, WHICH SAW BITTER FIGHTING.

Poland, even more than Belgium of recent years, has deserved the name of the "cockpit of Europe." In 1914 and 1915 the lines swayed to and fro. Mackensen's drive down the south bank of the Vistula in November 1914 nearly trapped the Russian Second Army at Lodz, which has again been figuring in the war news.

In 1915 the interest shifted to the south with the fighting in the Carpathians, an area once again of intense interest. In 1920 the battle-scarred plains of Poland were ravaged once more. There was savage fighting with the Bolsheviks at many places north of Warsaw, which have recently, once more, figured in the communiqués.



THE HEROIC POLISH DEFENCE OF THE WESTERPLATTE, AT DANZIG.



THE DANZIG AREA, SHOWING THE WESTERPLATTE, THE POLISH MAGAZINE AT THE ENTRANCE TO DANZIG HARBOUR.

THE HEROIC POLISH STAND ON WESTERPLATTE, AT DANZIG: A HUGE COLUMN OF SMOKE THROWN UP BY THE BOMBARDMENT; WHILE THE GERMAN WARSHIP "SCHLESWIG-HOLSTEIN" IS SEEN ON THE LEFT.



WITH IRONWORK MANGLED AND TWISTED BY A WEEK'S FURIOUS ONSLAUGHT FROM GERMAN GUNS AND AERIAL BOMBARDMENT: THE RUINS OF THE WESTERPLATTE.

Despite the rapid German advance across the Corridor and the consequent isolation of the garrison set to defend the Polish munitions dump at the harbour entrance of Danzig, the small but resolute band of Polish soldiers at Westerplatte held out for six whole days against overwhelming odds, which included merciless shelling and air bombardment, only surrendering on September 7 after their defences had been reduced—as illustrated above—by artillery fire and aerial attack into a mangled ruin. In a communiqué issued shortly after the surrender had been



OIL AND PETROL TANKS BURNING AT THE WESTERPLATTE MUNITIONS DUMP, WHERE THE POLISH GARRISON HELD OUT FOR SIX DAYS UNDER APPALLING CONDITIONS.

announced the Germans freely admitted the brave stand made by the defenders of the Westerplatte, the fall of which was attributed to the "general military situation of Poland." In addition to the formidable onslaught delivered against it by German land and air forces, the garrison had also to withstand continuous bombardment from the guns of the German warship "Schleswig-Holstein," which, it is interesting to recall, had originally arrived at the Port of Danzig on August 25 on a "courtesy" visit. (Associated Press.)



# UNDAUNTED BY INCESSANT AIR RAIDS: WARSAW'S BAPTISM OF BO



THE END OF A NAZI RAIDER: YOUNG POLES GATHERED ROUND THE WRECKAGE OF A GERMAN RAIDING AIRCRAFT BROUGHT DOWN BY THE WARSAW AIR DEFENCE.



WARSAW WAS RAIDED FOURTEEN TIMES IN ONE DAY BY 70 GERMAN BOMBERS, 15 OF WHICH WERE SHOT DOWN IN CITY STREETS AND SUBURBS. ABOVE, THE SWASTIKA IS CLEARLY SEEN ON THE WING OF A WRECKED MACHINE.



A CONSOLING ILLUSTRATION OF THE FREAKISH INNOCUOUSNESS OF A HEAVY BOMB EXPLODING IN SOFT EARTH: A CRATER IN A WARSAW STREET—THE SURROUNDING HOUSES APPARENTLY INTACT EXCEPT FOR BROKEN GLASS.



THE DEVASTATION WROUGHT BY A DIRECT HIT—A WARNING CONTRAST TO THE PREVIOUS ILLUSTRATION—YET WITH THE ADJOINING HOUSES UNAFFECTED BY THE EXPLOSION.



A PATHETIC INSTANCE OF HUMAN SALVAGE AMID INHUMAN DESTRUCTION: HOUSEHOLD GOODS, INCLUDING A LAMP AND A SHOE, SAVED FROM A POLISH HOME DEMOLISHED DURING A GERMAN AIR RAID ON WARSAW.

In face of a massed German onslaught on the Polish capital, Warsaw at the time we go to press is still valiantly holding out and the defence is declared to be unshaken under the continuous bombing attacks which formed a major part in the

aggressor's tactics. In one broadcast last week the Officer Commanding the Warsaw garrison said that the capital had been raided on that day 14 times between 5 a.m. and 10 p.m. by 70 German bombers, 15 of which, he said, were shot down.



## BEHIND THE GERMAN LINES IN POLAND: MUD AND



MUD—ONE OF THE THINGS MOST FEARED BY THE GERMAN PLANNERS OF A "LIGHTNING WAR" AGAINST POLAND: A GERMAN CAR BOGGED ON A COUNTRY ROAD. (Wide World.)



AN ARMoured CAR—AS USED IN GERMAN "LIGHT ARMoured UNITS" DESIGNED FOR MOBILITY RATHER THAN HARD FIGHTING; ON THE ROAD IN POLAND. (A.P.)

TRUCKS OF THE  
HUGE MASS OF  
MOTORISED TRANS-  
PORT—LARGE TO BE  
HEAD OF BY BAD  
WEATHER OR DEMO-  
LITIONS—CROSS  
WITH THE GERMAN  
ADVANCE IS DE-  
PENDENT: LORRIES  
OF ALL DESIGNS  
PARKED  
BEHIND A ROAD ON  
WHICH CAVALRY IS  
MOVING. (A.P.)



LORRIES AND MOTOR-CYCLES ON A GOOD PAVED ROAD, SUCH AS THE GERMAN GENERAL STAFF WOULD LIKE TO FIND EVERYWHERE IN POLAND, WHICH IS FAR FROM BEING THE CASE. (Planet.)



DOUBTLESS REMINISCENT OF MANY DREARY DAYS BEHIND THE LINES IN 1914-18 TO SENIOR MEMBERS OF THE GERMAN ARMY: "FOOT-SLOGGING" INFANTRY PASSING A WOUNDED MAN BEING CARRIED TO THE REAR; SOMEWHERE IN POLAND. (A.P.)

THE main elements of the German doctrine of a "lightning war" (*Blitzkrieg*) are well known to our readers from the description of them given by Brigadier-General Rellin in his article in our issue of August 19 last. There can be very little doubt now that Hitler's generals have tried to carry out such a war against Poland, but as we go to press there seems to be good reason to believe that they have failed in attaining the first essential of this form of strategy, which is to keep the enemy on the run and never allow him time to organise a stand. The carrying-out of a lightning war is very dependent upon weather conditions. The weather in Poland up to now has been fine; but there is

OBSTACLES WHICH MAY UPSET *BLITZKRIEG* CALCULATIONS.

AN EXAMPLE OF POLISH DEMOLITION WORK, AN IMPORTANT FACTOR IN THE SLOWING-DOWN OF THE GERMAN ADVANCE: A RAILWAY STATION BLOWN UP. (Planet.)



A GERMAN PHOTOGRAPH PURPORTING TO BE OF "HITLER BESIDE THE VISTULA IN POLAND"—THOUGH NO WATER IS SHOWN UNDER THE BRIDGE, BUT A GRASSY EXPANSE. (Wide World.)



WITH ONE OF THE  
GERMAN "ARMoured  
COLUMN" WHICH  
HAVE FIGURED  
LARGELY IN THE  
COMMUNIQUE FROM  
THE POLISH THEATRE  
OF WAR, LIGHT  
TANKS—THE ONE IN  
THE FOREGROUND  
EQUIPPED WITH A  
WIRELESS MAST—  
AND MOTOR-CYCLES  
ON THE MOVE. (A.P.)



ONE OF COUNTLESS POLISH DEMOLITIONS WHICH HAVE KEPT GERMAN ENGINEERS WORKING FEVERISHLY IN THE DESPERATE EFFORT TO KEEP THE ADVANCE GOING AT ALL COSTS: MOTOR TRANSPORT THREADING ITS WAY THROUGH THE RUINS OF A BRIDGE. (Wide World.)

one particular significant photograph on this page at the sight of which all friends of Poland will rejoice—the photograph in the upper left-hand corner showing German troops bogged on a country road. Mud, Napoleon's "fifth element," is probably next to the unbroken spirit of their Polish opponents—the thing most disturbing to the calculations of the German General Staff. Photographs on this page show elements of the lightning war technique; armoured cars; fleets of motor-vehicles; hurried expedients for opening a way over obstacles. The advance that must go on, cost what it may in lives and material, as it has already cost Germany great sacrifices, particularly in aircraft.



ANOTHER PROBLEM FOR GERMAN ENGINEERS: INFANTRY FILING OVER A WRECKED BRIDGE WHILE MOTORISED TRANSPORT IS FACED BY A STEEP MUDDY SLOPE. (A.P.)



# THE TORPEDOING OF THE "ATHENIA" WITHOUT WARNING: THE ACTUAL MOMENT OF THE ATTACK.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS; WITH THE ASSISTANCE OF THE DONALDSON-ATLANTIC LINE, AND BASED UPON THE DESCRIPTIONS OF SURVIVORS.



THE TORPEDO STRIKING THE "ATHENIA".

THE SMOKE PUFF SEEN ABOUT 500 YARDS AWAY, PROBABLY FROM THE SUBMARINE FIRED AT THE "ATHENIA" AFTER TORPEDOING HER.

GETTING THE BOATS AWAY FROM THE "ATHENIA" AFTER SHE HAD BEEN TORPEDOED WITHOUT WARNING OFF THE COAST OF IRELAND: AND (INSET, LEFT) THE LINER SHROUDED IN BLACK SMOKE AT THE MOMENT SHE WAS HIT, AND (RIGHT) THE PUFF OF WHITE SMOKE ON THE SEA, PRESUMABLY FROM THE SUBMARINE, OBSERVED AFTERWARDS.

As was established in the investigation held by Commander Hitchcock, Assistant U.S. Naval Attaché, the "Athenia" was struck by a torpedo on the port side at twilight on September 3. The explosion shattered a bulkhead, and destroyed the access by the stairs from the third-class and tourist dining-saloons to the upper decks, so that the passengers trapped in the dining-saloon were drowned below decks. In order to obtain circumstantial details for the drawing on this double page, and on page 459, our special artists were given full facilities by the Donaldson-Atlantic line, and also interviewed a number of survivors, including Dr. J. H. Lawrence, of the University of California, Mr. T. E. Finley, of Windsor, Connecticut, and Mr. J. G. Davis, of New York. All agreed in saying

that they felt first a heavy thud which shook the whole ship. Many of the passengers were at dinner when the submarine attacked the ship. Others were in their cabins, changing, or putting their children to bed. Most people seem to have realised at once what had happened. Children were hastily snatched up and bundled into blankets. Families hurried to find each other and made for the boats. The lights went out; the ship at once took a marked list to port, but then stopped heeling and lay inert. At no time, however, did the decks present a really steep slope. There was no panic; on this all the survivors seen by our special artist were agreed. As one man put it, "It was not in the least like a shipwreck on the films. There was no frantic rushing about and shouting."

Every praise is accorded to the conduct of the ship's officers. The first boats got away were mostly carrying women and children, and were far from being overcrowded. As the daylight faded the emergency lighting was switched on, and worked perfectly. Some of the passengers who were waiting on the port side (that is, the side on which the "Athenia" was torpedoed) told our special artist that they saw a puff of smoke, of "a dirty white colour," rising from the water about a quarter of a mile away. Others only saw it when it was drifting down wind in filmy clouds. This may have been the discharge of the shot which a number of survivors (including Captain Cook, the master) state was fired at the "Athenia." Some of the survivors interviewed by our special

artist said that the shot struck the foremast, bringing down one of the derricks slung from it. All this while the boats had been successively got away. The later ones were much more heavily loaded; but all found a place. The last boat was got away at about 8.45, by which time it was dark, though, as already noted, the emergency lighting was working well. None of the survivors seen by our special artist were able to give any details about the submarine itself. But according to a quartermaster not on the watch, a submarine conning-tower was seen breaking the surface about 800 yards on the port quarter of the "Athenia." A gun, or explosive signal was fired from the conning-tower. A flash was distinctly seen by three witnesses; the smoke of the discharge was seen by the captain and many witnesses.



# THE "ATHENIA" OUTRAGE: LANDING SURVIVORS IN EIRE AND SCOTLAND.



BROUGHT TO EIRE BY THE NORWEGIAN TANKER "KNUTE NELSON": AN INJURED "ATHENIA" PASSENGER, CLAD ONLY IN BLANKETS, BEING ASSISTED ASHORE FROM A TENDER. (Fox.)



AN "ATHENIA" PASSENGER WHO ESCAPED INJURY AND EXTREME LOSS BEING WELCOMED BY HER SON ON HER ARRIVAL AT GLASGOW FROM GREENOCK, WHERE 600 SURVIVORS WERE LANDED BY DESTROYERS. (C.P.)



A WOMAN SURVIVOR, OBVIOUSLY SURPRISED IN HER BERTH BY THE TORPEDOING, WEARING NIGHT ATTIRE AND IMPROVISED SHOES OF STRAW, BEING HELPED ASHORE AT GALWAY. (A.P.)



INNOCENT VICTIM OF A BARBAROUS OUTRAGE: A YOUTHFUL PASSENGER, INJURED IN THE TORPEDOING OF THE "ATHENIA" WITHOUT WARNING BY A GERMAN SUBMARINE, BEING CARRIED ASHORE AT GALWAY, EIRE, FROM THE NORWEGIAN OIL TANKER "KNUTE NELSON," WHICH RESCUED SOME 450 SURVIVORS FROM THE SUNKEN LINER. (Associated Press.)



SHOWING CLEAR SIGNS OF THEIR TERRIBLE ORDEAL: A WOMAN, WITH TWO OTHER SURVIVORS, FOLLOWING A FREE STATE SOLDIER, WHO CARRIES HER BABY DOWN THE GANGWAY OF THE "KNUTE NELSON." (Fox.)



ANOTHER RESCUED MOTHER WITH HER BABY AND MEMBERS OF HER FAMILY; PHOTOGRAPHED WHEN LEAVING THE ALBERT HARBOUR, GREENOCK, FOR GLASGOW, WHERE ACCOMMODATION FOR SURVIVORS WAS RESERVED IN HOTELS. (C.P.)

These pictures of survivors from the Donaldson-Atlantic liner "Athenia," torpedoed without any warning about 250 miles west of Donegal at 7.30 p.m. on September 3 when outward bound from Glasgow, Liverpool and Belfast to Canada, supplement the photographs and drawings of the outrage reproduced in this issue. They show

injured and uninjured British and American passengers, with features drawn and marked by their cruel experience of German methods of warfare, being landed in Eire and Scotland on September 5 from the vessels which rushed to their rescue and succeeded in saving all but a few of those who escaped in open boats.



# THE SUFFERINGS OF THE SURVIVORS OF THE TORPEDOED "ATHENIA."

DRAWN BY C. E. TURNER, FROM THE DESCRIPTION OF TWO SURVIVORS, DR. J. H. LAWRENCE AND MR. T. E. FINLEY.



LOOKING, IN THE MOONLIGHT, ALMOST LIKE A LINER PASSING NORMALLY ON HER WAY—BUT DOOMED: THE "ATHENIA" GLIMPSED FOR A MOMENT, WITH HER LIGHTS STILL BURNING, BY SURVIVORS IN THE BOATS.

It was dark by the time that the last of the "Athenia's" boats left her. The castaways drifted about and slowly became scattered. There was a heavy Atlantic swell running, but the waves did not break, and most of the boats remained dry. The moon rose and the mournful scene was brilliantly illuminated. Then, as the boats were lifted high upon the crest of the swell, the survivors were astonished to see the "Athenia" still afloat. The 13,000-ton vessel, which a few hours before had been their home, lay heavily in the water, deeper down by the stern than she had been, but listing very little more. Her emergency

lights were still burning, particularly a powerful lamp somewhere near her bridge. Almost she seemed a liner passing normally on her way. But as they watched, many were thinking of their lost possessions, familiar and treasured things left in her cabins which they would never see again; and others, with deeper grief, of loved ones from whom they had been separated, never, perhaps, to meet again. She stayed afloat all night, as though seeking to cheer those whom she could no longer save, and then, some time in the early morning, slid silently to her grave hundreds of fathoms below, none seeing her go.



NOTABLE PEOPLE AND EVENTS: A.R.P.; ROYAL SERVICE; THE "MAGDAPUR."



TAKING SHELTER WHILE THE SIRENS WAIL: A SECTION OF THE CROWD MOVING IN ORDERLY FASHION TOWARDS COVER ON THE SUNDAY (SEPTEMBER 3) WHEN MR. CHAMBERLAIN PROCLAIMED BY BROADCAST THAT ENGLAND WAS AT WAR WITH GERMANY. FORTUNATELY THE ALARM PROVED TO BE FALSE, BUT IT PROVIDED AN ADMIRABLE TEST. (A.P.)



THE KING AND QUEEN VISIT CIVIL-DEFENCE POSTS ON THE SOUTH SIDE OF THE THAMES: THEIR MAJESTIES PASSING SAND-BAGGED BUILDINGS IN BERMONDSEY DURING THEIR INSPECTION-TOUR. ON SEPTEMBER 11. ALL THE FORMS OF A.R.P. WERE VISITED. SIR JOHN ANDERSON (BEHIND THE QUEEN ON RIGHT) ACCOMPANIED THEIR MAJESTIES. (Planet.)



MINISTER OF INFORMATION: LORD MACMILLAN—OF "MACMILLAN REPORT" FAME.

The appointment of Lord Macmillan as Minister of Information was announced on September 4. Lord Macmillan is aged 56. He is a distinguished lawyer; and has presided over a remarkable variety of Commissions. The Macmillan Report, was "a best-seller among Blue Books." Lord Macmillan has been a Lord of Appeal since 1930. (L.N.A.)



A ROYAL BANDAGE-MAKER: THE DUCHESS OF KENT HARD AT WORK IN A HOSPITAL.

The Duchess of Kent has been indefatigable in the cause of National Service. Here she is seen hard at work in a hospital, making splints and bandages. But for the outbreak of war the Duke and Duchess, who only recently returned from their holiday in the Balkans, were to have left for Australia in November, where the Duke was to succeed Lord Gowrie as Governor-General. (Keystone.)



A FAMOUS BOOK-ILLUSTRATOR DEAD: THE LATE MR. ARTHUR RACKHAM.

Mr. Rackham died on September 6; he was born on September 9, 1867. His style in illustrating was extremely personal in texture, having something of the Gothic flavour. The elves, gnomes, and sprites which adorn his drawings often recall the gentler side of mediæval gargoyles. His work may be seen in galleries all over the world. (Elliott and Fry.)



AFTER A BRITISH MERCHANT SHIP HAD BEEN SUNK WITHIN VIEW OF HOLIDAY-MAKERS AT A TOWN ON THE SHORES OF THE NORTH SEA: INJURED FROM THE "MAGDAPUR" LANDED BY LIFEBOAT. (Keystone.)

Thousands of holiday-makers saw the sinking in the North Sea, on September 10, of the steamship "Magdapur" (8,640 tons), after a loud explosion, about five miles off the coast. When the explosion occurred a column of water shot into the air alongside the steamer, and she began to go down rapidly by the bow. She sank two hours later. Her crew were for the most part lascars, but there were seventeen Englishmen aboard. Other ships went to the assistance of the "Magdapur,"



WHEN A SEASIDE TOWN'S A.R.P. SERVICES WERE MOBILISED TO HELP THE INJURED MEN BROUGHT ASHORE FROM THE "MAGDAPUR" IN THE LIFEBOAT: STRETCHER-WORK ON THE SHORE. (G.P.U.)

and two of them took off the survivors. A very large number of them were later brought ashore by a lifeboat. The town's A.R.P. services were mobilised to deal with the injured, several of whom were in a serious condition, notably men who had suffered broken legs. One of the survivors said: "There was a terrific explosion amidships, then the boat listed. We were all thrown from our seats. I heard no warning."



# THE QUEEN SMILES CHEERFULLY DESPITE THE TROUBLED TIMES.



THE QUEEN, CARRYING HER GAS-MASK IN A CANVAS SACHEL, GREETES THE CROWD WITH A CHEERING SMILE ON LEAVING THE HEADQUARTERS OF THE BRITISH RED CROSS SOCIETY, OF WHICH SHE IS PRESIDENT.

THEIR Majesties' calm carrying-out of their duties, and cheerful, yet purposeful, words and mien, have meant much to their subjects in these times of stress. Above we show the Queen during her visit, on September 5, to the headquarters of the British Red Cross Society, of which she is president. Her Majesty, who carried her gas-mask in a canvas satchel with a strap of white webbing, inspected the whole of the premises, and every worker at headquarters was presented to her. (Photographs by Planet, A.P., and Keystone.)



## SHOWING GERMAN 1918 RATIONS ABOVE 1939 LEVELS: 1918 COMPARISONS.

				BRITAIN		GERMANY		AUSTRIA	
BREAD				NOT RATIONED		 3 lbs. 13 1/4 ozs.		 2 lbs. 2 ozs.	
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
MEAT				16 ozs.	7 ozs.	4.6 ozs.	NOT RATIONED	 .87 oz.	NOT OBTAINABLE
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
MILK				NOT RATIONED	1 1/2 PINTS.	.58 PINT	NOT RATIONED	 .25 EGG	NOT OBTAINABLE
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
BUTTER				4 ozs.	1.05 ozs. (?)	1 oz.	 8 ozs.	 8 ozs.	 3 1/2 ozs.
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
CEREALS.				NOT RATIONED	2.19 ozs.	1.4 ozs.	 NOT RATIONED	 1.09 ozs.	 3/4 oz.
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
JAM				NOT RATIONED	3 1/2 ozs.	2.4 ozs.	 NOT RATIONED	 .87 oz.	 .58 oz.
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
FRUIT				NOT RATIONED	NOT OBTAINABLE	11.7 ozs.	NOT RATIONED	NOT OBTAINABLE	
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
TEA				NOT RATIONED	SUBSTITUTE 1.75 ozs	SUBSTITUTE 1.1 ozs	NOT RATIONED	 SUBSTITUTE 2.19 ozs.	 SUBSTITUTE 1.4 ozs.
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
COCOA				NOT RATIONED	NOT OBTAINABLE	NOT OBTAINABLE	NOT RATIONED	 6 lbs.	 7 lbs.
				BRITAIN	GERMANY	AUSTRIA	BRITAIN	GERMANY	AUSTRIA
VEGETABLES.				NOT RATIONED	NOT OBTAINABLE	NOT OBTAINABLE	 5 to 10 lbs.	 2 lbs 12 ozs	

A CHART OF 1918 ILLUSTRATING THE RESPECTIVE FOOD RATIONS OF ENGLAND AND GERMANY IN THE LAST WAR—GERMANY BEING ALLOWED MORE TEA AND COFFEE IN 1918 THAN SHE IS ALLOWED AT THE START OF THE WAR IN 1939!

These charts, which appeared in "The Illustrated London News" in 1918, are of particular interest inasmuch as they illustrate the respective food rationing in force in England and Germany at the end of the Great War. Furthermore, they afford an illuminating comparison with the rationing already in force in Germany during the present war. Thus the ration per head per week of certain substances in

Germany was greater in 1918 than it is to-day! Of coffee, or coffee substitute, the present quantity allowed is 2 oz. per head: in 1918, 2.19 oz. were allowed. The difference in the rations of tea is even more striking: 0.75 oz. of substitute in 1939 as compared with 1.75 oz. in 1918. Eggs, potatoes, and bread are not (at the time of writing) rationed in Germany, though they are on the food cards.

[Continued opposite.



## BRITAIN'S FOOD IN THE LAST WAR: RATIONED AND UNRATIONED ITEMS.



A DIAGRAMMATIC DRAWING OF BRITAIN'S RATIONED AND UNRATIONED FORMS OF FOOD DURING THE WAR OF 1914-18—THE UNRATIONED ITEMS SHOWN BEING ON A VOLUNTARY BASIS, AND INCLUDING FISH, VEGETABLES, FRESH FRUIT AND EGGS.

*Continued.*

England has not, as we write, announced details of food rationing. Food control committees, however, are being set up by each local authority. Each committee is to consist of fifteen members, to include five members representative of the local retail trades. The remaining ten, of whom at least two are to be women, are to be representative of all classes of persons in the area. The powers and

duties of the committee are to be assigned to them by the Board of Trade. As regards the comparisons of England and Germany in 1918, it will be observed that, except for sugar, where the rations were about the same, the British quantities were far superior. An interesting point of the British ration schemes in force in the last war was the voluntary basis for many of the items.



# WAR'S IMPACT ON THE WESTERN WORLD; THE VIRGIN OF CZESTOCHOWA; ANDRÉ MAGINOT OF "MAGINOT LINE" FAME.



SANDBAGGING IN BERLIN, JUST AS IN LONDON. ORDINARY SACKS BEING UTILISED AS 'SANDBAGS,' THE RESULTANT EFFECT IS CONSIDERABLY LESS NEAT THAN THE WORK DONE IN LONDON. (A.P.)



THE STARS AND STRIPES BEING PAINTED ON THE SPORTS DECK OF THE U.S. LINER "WASHINGTON" BEFORE THE VESSEL'S DEPARTURE FOR NEW YORK. (Keystone)



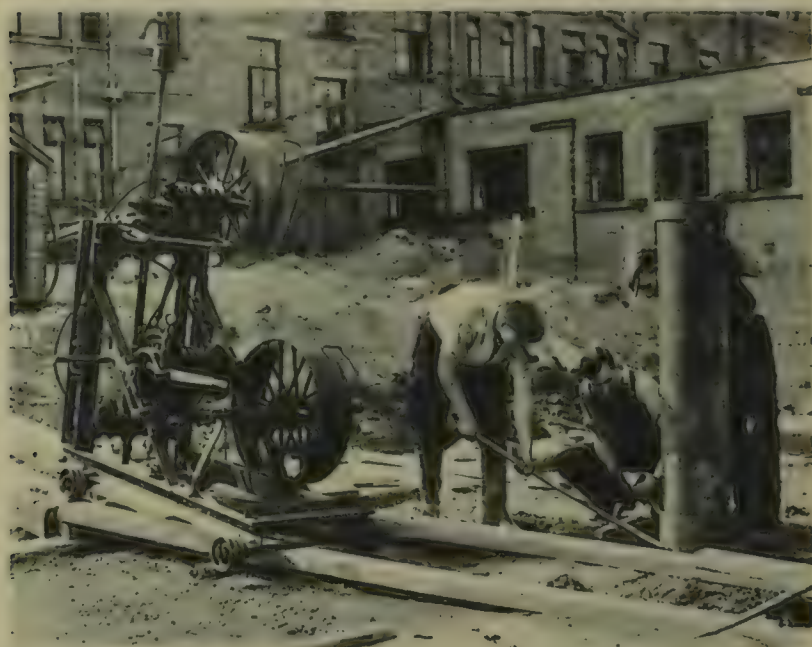
CREATOR AND DESIGNER OF THE MOST POWERFUL SYSTEM OF DEFENCE FORTIFICATIONS EVER KNOWN: ANDRÉ MAGINOT PHOTOGRAPHED DURING HIS SERVICE AS A POILU IN THE LAST WAR. (L.N.A.)



PARIS ACCEPTS WITH CHARACTERISTIC PHILOSOPHY AND SANG FROID THE TERRIFYING IMPLICATIONS OF GAS-WARFARE: FRENCH GIRLS, CARRYING GAS-MASKS IN CANISTERS OVER THEIR SHOULDERS, CYCLING TO WORK. (Planet.)



ONE OF POLAND'S MOST SACRED TREASURES ENDANGERED BY THE GERMAN INVASION: THE MIRACLE-WORKING IMAGE OF THE VIRGIN OF CZESTOCHOWA. (Wide World.)



PERHAPS THE STRANGEST OF ALL A.R.P. MEASURES: SINKING RADIUM IN A SHAFT FAR BELOW GROUND TO PREVENT ITS DISPERSION BY A DIRECT HIT; AT A HOSPITAL IN A PROVINCIAL CITY IN BRITAIN. (Fox.)



SYMPTOMATIC OF THE RESUMPTION OF MANY FORMS OF PUBLIC ENTERTAINMENT IN BRITAIN: GREYHOUND RACING STARTS AGAIN AT ROMFORD—THOUGH IN DAYLIGHT—IN THE PRESENCE OF A RECORD CROWD. (S. and G.)

War has needed some curious adjustments throughout Western Europe and even, to a certain degree, in America, as photographs taken in Paris, Berlin, London and New York, and given on this page, show. A.R.P. for radium has presented a peculiar problem. Great caution is necessary in view of the danger which might result from the dispersal of a quantity of radium by an explosion—for radium, even in the minutest quantity, is the most lethal substance known. Nearly the entire stock of radium which Britain possesses—between 70 and 80 grammes—is now buried at least fifty feet underground in case of air raids. The

steps taken were the result of a conference held soon after the crisis of last September. Plans devised then have now been carried out almost completely. Between 35 and 40 grammes of radium remain in London and have been distributed in five centres—St. Bartholomew's, Middlesex and Lambeth Hospitals, the Royal Cancer Hospital and Mount Vernon. Artesian well-borers have been used to provide safety-pits in most instances. The shelter provided, it is believed, will remove all danger of the dispersal of radium even if direct hits were scored on the hospitals guarding it.





*“My Goodness — My Guinness”*





*"What's yours?"*

It's a WILLS'S GOLD FLAKE

THE MAN'S CIGARETTE THAT WOMEN LIKE



# MAN'S DISCOVERY OF HIS ANCESTORS.

"THE DISCOVERY OF MAN": By STANLEY CASSON.\*

An Appreciation by SIR JOHN SQUIRE.

I HAVE frequently, of late, heard people saying that they were tired of reading books about contemporary events, of which there has certainly been a sufficiency. To such, Mr. Casson's book may be specially recommended.

remoter past aroused none—the story of it, in fact, for Christians, being fixed by the Old Testament. "The Middle Ages provide us with no single instance of an advance in the humanistic studies. It was impossible for any

man to question the Biblical dogma which was universally maintained as to a single and special creation of mankind. Although the works of Aristotle were extensively studied, those of them which concerned biological studies were completely ignored. Mankind had reverted once more to the ancient prejudice that inhibited and prevented that salutary reflection on man himself as a study." In 1391, at Ancona, however, was born Cyriac de Pizziccoli, who "can be called the true father of Archaeology, in that he was the first to systematise the collection of data." While the scholars

to manners and customs and (amongst objects) to "pots and pans." The barrows of Britain began to be opened; collections of flints to be made in the downs; men penetrated caves and dug in river-gravels, for evidence about the Old and New Stone Ages, until Harrison of Ightham (who is affectionately sketched here) produced his "eoliths" as evidence of the oldest culture of all. It became clear that early man had similar ways everywhere. The question of Diffusion or Independent Invention arose; the question also as to the nature, antiquity, and persistence of races of men. Simultaneously in Egypt, Greece and Crete men like Petrie, Schliemann and Arthur Evans dug systematically and recorded scientifically, adding immensely to our knowledge of the high civilisations of the past. The Cretan was an un conjectured one; even with the classical Greeks its memory survived only in dim legend. In our own day, the great discoveries at Ur, in the towns of the Hittites, and in the Central American jungles have enormously expanded our historical view, whilst there are sites in Asia Minor and India which still await thorough examination. Whatever comes to light, it seems unlikely that a high civilisation will be found going back more than three or four thousand years before Christ—a period trifling compared with that since man first sought his food and made weapons to kill it.

Mr. Casson is not merely a good story-teller and an excellent scholar with first-hand digging experience; he is an enthusiast of an almost pugnacious kind. Everything which seems to him to impede the extension of knowledge is anathema to him, and he is as impatient of formal religion in modern times as he is interested in religion if old enough. There is something of the nineteenth-century rationalist about his attitude; he does not wander into controversy, but he has always, one feels, a thump in reserve for anyone who takes a different view of man's life from his own. This, however, gives salt to his book, and his scientific honesty is notable.

In his last chapter he touches on modern aids to discovery, including botany and observation from the air. There are still plenty of fields for research. The earth is large and we have barely scratched it. "Brazil, Arabia, Northern Siberia and Northern America all contain untouched peoples and unexamined societies," and little has been done about the past of China. Even those of us who do not always live on the high scientific plane but enjoy the discovery of great works of art may still toy with the idea of new revelations in our own time. The sands of Oxyrhynchus and the lava of Herculaneum may still hide the poems of Sappho and the lost plays of the great tragedians, one of whom Mr. Casson so far unbends as to quote. But I ought not to say that, perhaps. There is no neglect of Greek literature and art, but the sciences for which he so valiantly pleads have had every sort of struggle, not least the financial. His book should strike a blow for them; and, on a more popular plane, it should greatly enhance the pleasure with which any of its readers visits a museum, whether of coins or arrowheads, stone-axes, vases or sculpture.



AT POMPEII—THE EARLIEST EXAMPLE OF SYSTEMATIC ARCHÆOLOGICAL RESEARCH ON A LARGE SCALE: A SCENE PICTURED IN THE "ILLUSTRATED LONDON NEWS" IN 1853, SHOWING A HOUSE SPECIALLY EXCAVATED FOR A VISIT BY RUSSIAN IMPERIAL PRINCES.

The date of the earliest excavation at Pompeii is that of the Amphitheatre in 1748. Systematic excavations were begun in 1763. In the eighteenth century, however, the interest in the site was rather artistic than scientific.

It not only takes the reader far away from the immediate "sphere of our sorrow," but it reminds him of the slowness of man's upward climb, and the cataclysms which he has encountered and survived. It also happens to be well and imaginatively written, and full of the most harmless kind of adventure and excitement.

I do not remember any previous book of quite this scope. It does contain a skeleton outline of man's development from the missing (still missing) link to *homo sapiens* as we know him and Mr. Wells speculates over him; but it lets this history out in jig-saw bits as the other tale is unfolded of man's interest in his past, and gradual unearthing of it, of the growth of the studies of archaeology and anthropology.

Man's interest in his past, and even in his own species considered zoologically, is a comparatively recent thing. It was not even evident in high civilisations like the Egyptian and the Roman. The Egyptian artists did note the existence of racial types, but went no farther; the Phœnicians travelled, but did not speculate. "It is to Greece that we must look for the foundations of anthropological study, in some cases unconscious and provoked simply by the inveterate Greek habit of always seeking human origins of all obscure things, in others deliberate and conscious"; and Herodotus was "the Father of Anthropology." One example of the sort of things he noted may be quoted. Describing how a Persian general tried to conquer certain dwellers in Macedonia, he says: "He sought indeed to subdue the dwellers upon Lake Prasias, but could not effect his purpose. Their manner of living is the following. Platforms supported upon tall piles stand in the middle of the lake, which are approached from the land by a single narrow bridge. . . . The men [in this settlement] all have many wives apiece and this is the way in which they live. Each has his own hut in which he dwells upon one of the platforms and each also has a trap-door giving access to the lake beneath; and their wont is to tie their baby children by the foot with a string to save them from rolling into the water. They feed their horses and their other beasts upon fish which abound in the lake to such a degree that a man has only to open his trap-door and to let down a basket into the water and then to wait a very short time, when he draws it up quite full of them." "That," says Mr. Casson, "is our only information of the survival right into the full historic period of men in Europe living in the manner of the lake-dwellers in Switzerland in the Bronze Age."

After the classical age, there was a long decline in curiosity as to the divers ways of living men, and the



SCHLIEHMANN'S EXCAVATIONS AT MYCENÆ WHICH BROUGHT TO LIGHT ONE OF THE GREATEST HOARDS OF PRECIOUS METALS EVER DISCOVERED, AND FIRST REVEALED A HITHERTO UNGUESSED PHASE OF THE PREHISTORY OF GREECE: A GENERAL VIEW FROM AN "ILLUSTRATED LONDON NEWS" OF 1877.

were poring over manuscripts, Cyriac decided to learn about Greece by going to Greece; he examined sites, collected coins, and copied inscriptions. The Renaissance soon came in full flood, and with it such anatomists as Vesalius and Leonardo, and the whole horde of dilettante collectors of "antiques" who preceded the great collectors—like Arundel and Charles I.—of the seventeenth and eighteenth centuries. Thereafter, events rain upon us thick and fast. Explorers rove the world; a whole New Continent is discovered, with settled civilisations in it; more and more attention is devoted

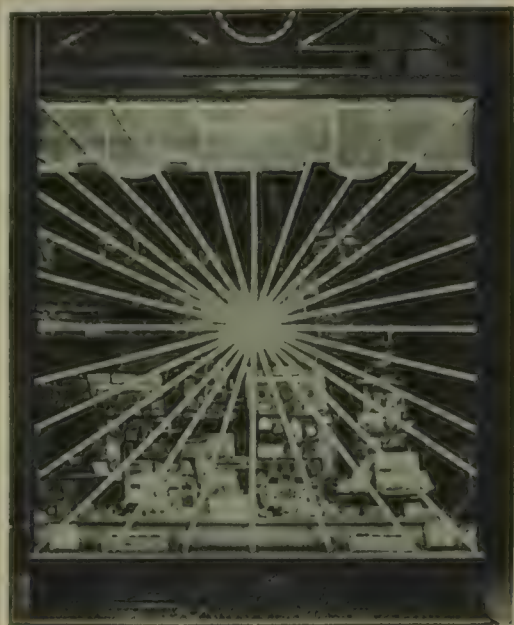


KNOSSOS, WHOSE NAME CONSTITUTES ANOTHER GREAT LANDMARK IN THE ADVANCE OF OUR KNOWLEDGE OF MAN'S PAST: A CORRIDOR OF THE STORE-ROOMS IN THE PALACE OF MINOS, EXCAVATED BY SIR ARTHUR EVANS.

\* "The Discovery of Man," The Story of the Inquiry into Human Origins. By Stanley Casson. Illustrated. (Hamish Hamilton; 12s. 6d.)



# WAR'S IMPACT ON LONDON: FAMILIAR STREETS IN UNUSUAL GUISE.



A "MODERN" DESIGN IN A.R.P. FOR SHOP WINDOWS—STRIPS OF ADHESIVE PAPER, WHICH SERVE TO PREVENT SPLINTERING. (Topical.)



PART OF THE PASSIVE DEFENCE OF LONDON HOTELS—WINDOWS BEING CRISS-CROSSED WITH ADHESIVE PAPER IN THE WEST END. (Keystone.)



THE TWENTIETH-CENTURY VERSION OF ELIZABETHAN LEADED PANES—THE "LEADING," OF ADHESIVE PAPER, STOPPING GLASS SPLINTERS. (A.P.)



A FIRE-FIGHTING DEVICE RARELY IF EVER BEFORE SEEN IN LONDON: AN AUXILIARY FIREMAN BESIDE A PORTABLE RESERVOIR—ESTIMATED TO HOLD 1000 GALLONS OF WATER. (Fox.)



REMINISCENT OF ARTIFICIAL BATHING POOLS: ANOTHER FORM OF CANVAS RESERVOIR; WITH (RIGHT) A TRAILER PUMP ATTACHED TO A LONDON TAXI-CAB. (L.N.A.)



USING BOOKS INSTEAD OF SOIL FOR SANDBAG FILLING; APPROPRIATE VOLUMES IN THIS DEFENCE "LIBRARY" BEING HITLER'S "MEIN KAMPF."



A NEW USE FOR TELEPHONE GUIDES—PILING UP OLD DIRECTORIES ALONGSIDE THE SANDBAGS OUTSIDE A PROVINCIAL POST-OFFICE. (John Topham.)

London, and for that matter, all England's cities and towns, presented, during the first days of the war, a curious contrast between the appearance of peace-time normality and that of emergency preparations. The windows of many shops, private houses, and offices became transformed overnight into a cross-cross and

bizarrely twentieth-century variation on the leaded glass panes of Elizabethan times. But the panes were divided not by leading, but by strips of paper and cellophane, designed to prevent the glass from splintering. Other unusual sights included canvas reservoirs in the streets, and the ubiquitous sandbags.



# WAR'S SUDDEN IMPACT ON LONDON:

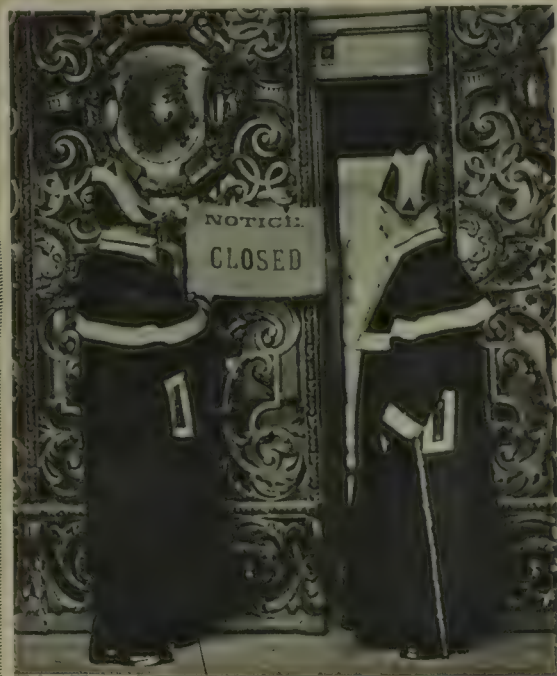
# FAMILIAR FIGURES IN UNUSUAL GUISE.



THIRTY MINUTES AFTER BRITAIN'S WAR DECLARATION: A POLICEMAN CONFIRMING THE SIRENS' EARLY WARNING ON SEPTEMBER 3. (A.P.)



"RAIDERS PASSED"—A CONSTABLE CYCLING ALONG THE DESERTED MALL AFTER THE FIRST "ALL CLEAR" OF THE PRESENT WAR. (A.P.)



A SIGHT THAT WOULD HAVE ASTONISHED DICKENS: BEADLES AFFIXING AN UNEQUIVOCAL ANNOUNCEMENT AT THE ROYAL EXCHANGE. (Alfieri.)



REPLACING THE FAMILIAR FIGURE IN THE SHINING BREASTPLATE: A KHAKE-CLAD CAVALRYMAN ON GUARD AT THE HORSE GUARDS. (Sport and General.)



CHANGING THE GUARD AT BUCKINGHAM PALACE—AN OVERNIGHT TRANSFORMATION AT THE HEART OF THE EMPIRE. (Keystone.)



TRUTH A LOT STRANGER THAN FICTION: A NEWS-REEL CAMERA OPERATOR "ON ACTIVE SERVICE"—AT WESTMINSTER! (I.B.)



IN LONDON'S MOST "RESPECTABLE" NEIGHBOURHOOD: POLICE RESERVE MEMBERS ABOUT TO EXCAVATE SAND IN PEACEFUL KENSINGTON GARDENS. (Wide World.)



A GIANT-LIKE POLICE SERGEANT USING A NEW-STYLE LOUD-SPEAKER WHILE EVACUATING CHILDREN BY STEAMER. (J. Topham.)



LIKE A MESSENGER FROM MARS: MEMBERS OF THE AUXILIARY FIRE SERVICE, ONE WEARING GAS-MASK, ON DUTY IN LONDON. (Keystone.)

That truth is stranger than fiction is a commonplace in this age of recurring crises. Novels might be searched vainly for a scene comparable to that presented by London on September 3, twenty-five years after the outbreak of the last war. As if by an evil magician's wand the familiar guise of many of London's most widely known figures—such as the City and Metropolitan police, and the sentries in Whitehall and at Buckingham Palace—suffered overnight transformation from the

safe aspects of peace into the protective accoutrements of modern war. The sharpness of the change was further accentuated by the first air-raid warning less than half an hour after the expiry of the British ultimatum, which came at a time when both Houses of Parliament were awaiting the opening of the noon sitting. As indicated above, the police, wearing shrapnel helmets, were immediately out with confirmatory admonitions.



# WAR'S IMPACT ON LONDON: A METROPOLIS TRANSFORMED BY SANDBAGS.



A HAVEN FROM THE DANGER OF FLYING SPLINTERS IN COURSE OF CONSTRUCTION: A GENERAL VIEW OF AN AIR-RAID SHELTER MADE FROM SANDBAGS. (Photopress.)



ONE OF THE SANDBAG SHELTERS, A HUNDRED FEET LONG, BUILT IN NORTH-WEST LONDON FOR PEOPLE CAUGHT IN THE STREETS DURING AN AIR RAID. (Planet.)



SOLDIERS HELPING THE CHILDREN WHO LIVE IN THE INNS OF COURT TO PROTECT THE HISTORIC TREASURES THERE—FILLING SANDBAGS BENEATH GRACEFUL TUDOR VAULTING. (Photopress.)



DIVERSELY HATTED VOLUNTEERS FILLING SANDBAGS IN NORTH LONDON. WORKERS FOR SHIFTS OF ANY LENGTH WERE WELCOMED, EVEN THOUGH THEY COULD ONLY SPARE TWENTY MINUTES. (Fox.)



USED TO STRENGTHEN BUILDINGS, AND TO MINIMISE THE DANGER OF BLAST—SANDBAGS PILED HIGH AGAINST A POLICE STATION IN EAST LONDON. (A.P.)



IN COURSE OF BEING SAFEGUARDED FROM THE RISK OF FLYING SPLINTERS AND SHRAPNEL—SANDBAGGING A FIRE-ALARM POST IN THE SUBURBS. (A.P.)

The appeal for sandbag workers, sometimes hung across the pavement, sometimes boldly written on posters, was one of the familiar sights in London streets during the first days of the war. Volunteers were asked to give as much time as they could; but if they could only spare twenty minutes, their offer was gladly

accepted. Sandbags, as appears from the photographs on this page, serve a variety of purposes—safeguarding fire-alarms, minimising the danger of blast when piled up high, as in the photograph of a Police Station in East London, or in the construction of shelters themselves.



# LONDON IN AUGUST 1914: SCENES FOR COMPARISON WITH SEPTEMBER 1939.



THE OUTBREAK OF WAR A QUARTER OF A CENTURY AGO: THE CROWDS OUTSIDE DOWNING STREET IN AUGUST 1914—DIFFERING FROM THOSE OF SEPTEMBER 2 LARGELY IN THEIR HEAD-GEAR.



THE CROWD AT A RECRUITING OFFICE IN 1914—STIFF COLLARS, STRAW HATS AND THE MOUSTACHES OF THE POLICEMEN GIVING THE PHOTOGRAPH AN AUTHENTIC PERIOD TOUCH.



THE 1914 COUNTERPARTS OF MR. HORE-BELISHA AND LORD MACMILLAN—LORD KITCHENER, SECRETARY OF STATE FOR WAR; AND BEHIND HIM MR. F. E. SMITH (AFTERWARDS LORD BIRKENHEAD), CHIEF OF THE PRESS BUREAU FOR WAR NEWS.



WATCHED BY ANXIOUS ONLOOKERS AS HE LEFT THE WAR OFFICE—SIR JOHN FRENCH, C.-IN-C. OF THE BRITISH EXPEDITIONARY FORCE; THE C.-IN-C. OF THE BRITISH FIELD FORCE IN 1939 BEING VISCOUNT GORT.



THE OFFICIAL WAR PROCLAMATION FROM THE STEPS OF THE ROYAL EXCHANGE IN 1914—AN HISTORIC CEREMONY PARALLELED FROM THE SAME BUILDING ON SEPTEMBER 4, 1939.



CROWDS IN WHITEHALL CHEERING THE VETERAN BRITISH FIELD-MARSHAL, LORD ROBERTS—WHO WAS TO DIE OF PNEUMONIA TWO MONTHS LATER, CAUGHT WHILE VISITING TROOPS AT THE FRONT.

Apart from the clarity of the photographs and the costumes of the participants, the scenes reproduced above are astonishingly similar to those seen in London during the first few days of the war. In both cases there appeared the same curious crowds round Downing 'Street—though those of 1914 were rather less well informed as to the real nature of modern war. The leading figures are

totally different, with the exception of Mr. Churchill. Sir John French was Commander-in-Chief of the B.E.F.; Lord Kitchener was Secretary of State for War; Mr. F. E. Smith (afterwards Lord Birkenhead) was the head of the Government Press Bureau for the issue of official war news—corresponding to the Ministry of Information, presided over by Lord Macmillan.



# THE WORLD OF SCIENCE.

## PERIWINKLES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THOSE who find delight in "Natural History," and especially in the creatures which live and move and have their being in the great wide sea, are fortunate if, just now, they can turn thither for the summer holidays, even though they get no farther than the seashore. And if a choice is open to them they will spend it not where there are vast stretches of golden sands, but where there are boulder-strewn rock-pools and rocks richly hung with a drapery of seaweeds. For here will be found a wealth of life even greater than can be found on heaths and moors or in woods and thickets. The expert shore-hunter knows this well. But I am thinking now of those who are as yet only just beginning to gain a sense of awareness of the teeming life around them in such places and

several species may be found in a single pool or on the adjacent rocks. For these afford us a most enlightening aspect of that tantalising problem the "origin of species," since the various species, like the seaweeds found here, live clustered together in bands or zones, one above the other.

The periwinkles have very thick shells, and as the tide goes down they fasten themselves securely to the rock, where they are proof against the scorching sun or the violence of the breakers when the tide rises. For they live, be it noted, between the tide-marks. Their hold on the rocks has been graphically described by Dr. D. P. Wilson, of the Marine Biological Station at Plymouth. On one occasion he found the common periwinkle (*Littorina litorea*; Fig. 1) clinging

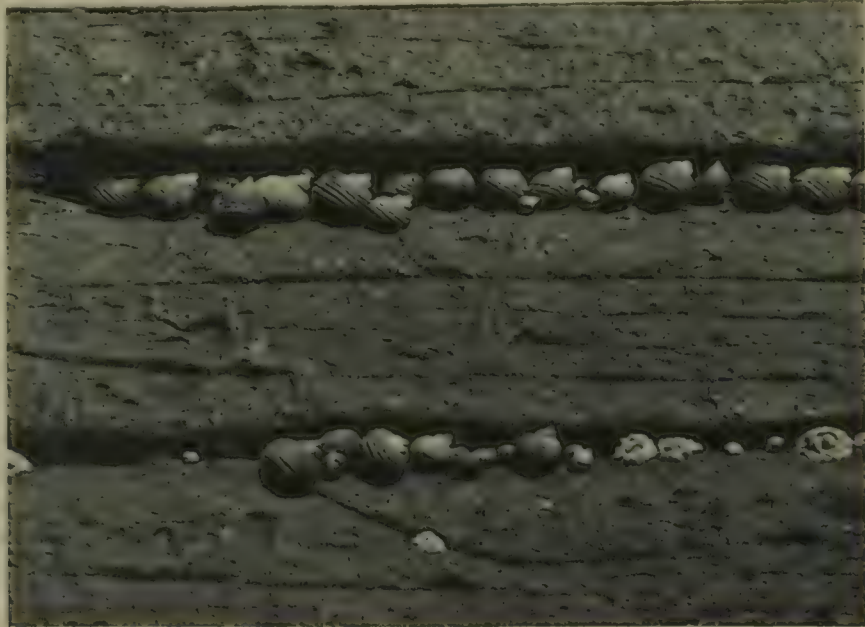
about is to be done now. Thus fixed, they are in no danger of desiccation, owing to the thickness of the shell. The mode of fixing the rim of the shell is curious. As the heat of the sun begins to assert itself they exude a little mucus in such a way that it forms a sticky film between the rim of the mouth of the shell and the rock. The film soon dries, becoming hard and brittle, but strong enough to support the weight of the animal, even on a vertical surface. It then releases its foothold, and withdraws to the far end of the chamber.

On a normal rocky shore, Dr. Wilson tells us, there are commonly four species of periwinkle to be found, and their "zonation" is particularly interesting. Highest up of them all, in crevices well above levels ever covered by the sea, one finds large numbers



1. CLOSELY PACKED TOGETHER AT THE BASE OF A BOULDER AT LOW TIDE: THE COMMON PERIWINKLE (*LITTORINA LITOREA*); SHOWING HOW ALL HAVE TURNED SO THAT THE RIM OF THE MOUTH OF THE SHELL IS UPWARDS.

At this time the Common Periwinkles maintain their hold on the rock not by the foot, but by exuding a fluid from the body, which hardens round the rim of the mouth of the shell.



2. HAVING A RANGE WHICH EXTENDS SEVERAL FEET ABOVE HIGH-WATER MARK AND AS LOW AS HALF-TIDE LEVEL: THE ROUGH PERIWINKLE (*LITTORINA RUDIS*), WITH A FINELY-RIBBED SHELL.

The Rough Periwinkles feed while the pool is full and, as the water recedes, cluster together in crevices in the rock. None of the periwinkle tribe can live permanently under water.

are content to hunt, somewhat aimlessly, for crabs and starfish, sea-urchins and "sea-shells." But presently they will begin to realise that the various inhabitants of these pools are no haphazard inhabitants, but have definite haunts; and that they vary in their numbers and in their types at different tides and stages of the tides as well as at different seasons. And it will not be long before these shore-hunters begin to ask what agencies are at work which govern the solitary habits of some and the crowding together of others.

Progress in the solution of these mysteries will the sooner be made if recourse can be had to the use of a microscope, which will show that the apparently limpid water in which the crabs and shrimps and small fishes, for example, are moving about is swarming with a marvellous admixture of minute and lowly types of both plants and animals. The incentive to their movements, with all the occupants of these little pools, is the search for food, for they must all eat to live. The plants form the pivot on which all turns. For they alone have the power of transforming non-living "mineral" matter into the living substance of their bodies. And it is on these that the animals depend for their existence, the larger animals eating the smaller ones and some of the plants as well.

Their feeding-times are regulated by the tides—the rise and fall of the water in the pools. At ebb-tide these pools contain little or no water, so that the hunters have to hide under the boulders, or amid the weeds, to save themselves from being dried up by the sun. And in such retreats they have to remain till the pool is full again or they would be swept away or killed outright by the force of the breakers of the rising tide. Some of the most interesting and most instructive of the creatures of these pools, in the matter of the "shifts for a living" which they have to make at such times, are the "shell-fish." And this is more especially true of the periwinkles, of which



3. EASILY DISTINGUISHED FROM THE OTHER SPECIES BY THE FLATTENED SPIRAL OF THE SHELL AND ITS VARIABLE COLORATION—BRIGHT YELLOW, OLIVE GREEN, BROWN OR BLACK: THE FLAT PERIWINKLE (*LITTORINA OBTUSATA*), WHICH LIVES ONLY AMID THE LARGER SEAWEEDS.

Photographs by D. P. Wilson, Marine Biological Laboratory, Plymouth.

in closely-packed rows, without any shelter from the sun, not only on the sides of boulders—especially at their bases, where they were damp—but also higher up, where they would be completely dried on a hot day. But they had all turned, be it noted, with the head and lip of the shell uppermost. On such occasions, however, if the day be hot, they do not cling to the rock surface with the foot, but stick their shells to it, and then completely retract the body, shutting themselves in with the operculum—the horny plate covering the mouth of the shell. For no crawling

of a tiny, dark grey shell. This is *Littorina neritoides*, the small periwinkle. "If ever a sea-mollusc were trying to become terrestrial," remarks Dr. Wilson, "surely it is this species." At its lower limits it barely reaches down to the top of the *Pelvetia* zone—the "channelled wrack" or seaweed, which forms the topmost zone of the seaweeds—where it is wetted only by the sea-spray during rough weather or by rain. Yet it thrives here. At the lowest level of the small periwinkle zone one finds the rough periwinkle (*Littorina rudis*; Fig. 2), a larger species with a white, yellow, brown or black finely-ribbed shell. Its range extends several feet above high-water mark, and as low as half-tide level, and most abundantly among the channelled wrack. The third species, the flat periwinkle (*Littorina obtusata*; Fig. 3) lives only where larger seaweeds are growing. It is evidently intolerant of drying, and prefers to keep damp among the fronds of the weed, which also provides its food. It is easily distinguishable by the flattened spire of the shell, and is frequently bright yellow in colour or olive-green, brown or black. The fourth species is the common periwinkle, collected in enormous numbers for food to be consumed in industrial towns. It is the largest of the periwinkles, and inhabits the lower half of the rock-base. But it also occurs, be it noted, sometimes on the sandy sea-floor or on muddy sand. None of the periwinkles is able to live below low-water mark: and this is the only one which can thrive under vastly different conditions of life.

Here, then, we find four distinct species living in belts or zones, one above the other, with, I believe, little or no trespassing into neighbouring zones. They are, in fact, as isolated as if they lived in widely-separated areas. What brought about these curious preferences, and in how far have they determined the structural peculiarities in the size, shape and coloration of the shell? Here we seem to be confronted with a problem of the "origin of species" within a strictly confined area, which is worth further investigation.





# BOOTH'S

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# BOOKS OF THE DAY.

By CHARLES E. BYLES.

IN these days when Europe has once again been plunged into the vortex of war, and one never knows what to-morrow may bring forth in the way of news from the various fronts, the holiday season is not what it was in days gone by. The month of September, formerly a time of happy retrospect over the annual respite from toil, or of belated holidays, has acquired a sinister reputation for crises and acts of aggression. Still, there may be among us certain hardy optimists who, even in this tragic year, can look back to carefree weeks of travel or visits to new places. Accordingly, this week's article (written before war began) relates to pleasant

This volume also contains much detail throwing light on social customs of the period, religious differences, and the kind of offences with which the County Courts had to deal. Thus, for instance, we get a glimpse of electioneering, of the Eatanswill type, at Aylesbury in 1705. Certain witnesses testified that on May 9, "being the day of Electing Burgesses," they saw Mr. Hampden and Mr. Shute riding down the street on horseback, followed by Sir Roger Hill in a coach. There was a large crowd in the street, and they saw (four men) throw stones and brickbats at the gentlemen, and threaten them with sticks, and incite the

crowd by shouting "Knock them on the Head; beat the Rogues' Brains out." It is not stated whether this Mr. Hampden (whose Christian name was Richard) was a descendant of the celebrated John of that ilk, who himself was a Buckinghamshire man. Several other entries relating to Chalfont St. Peter include an indictment of the inhabitants "for a nuisance" (unspecified), and various indictments against individual inhabitants, one for keeping an unlicensed alehouse and another (under the heading "Conviction of Swearers") for ten oaths! Evidently it is advisable for dwellers in these parts to keep a bridle on their tongues! The companion village of Chalfont St. Giles also figures frequently in the Sessions Calendar. Not unnaturally, there is no reference to what is now its principal historic feature—Milton's Cottage. Among other noteworthy items are a case of "enticement" (of a maid-servant from her employers) and a claim for what was called a "Tyburn ticket" (a certificate exempting the recipient from parish duties) for arresting a horse-stealer.

A similar volume emanating from another Home County, and likewise published in accordance with recommendations by the Royal Commission on Local Records, has lately appeared under the same editorship as the Bucks volume mentioned above. Its title-page reads as follows: "HERTFORDSHIRE COUNTY RECORDS CALENDAR TO THE SESSIONS BOOKS" and Other Sessions Records with Appendices—1799 to 1833. Vol. IX. Edited by William Le Hardy, M.C., F.S.A., and Geoffrey Ll. Reckitt, M.C., F.S.A. (Hertford. Published by Elton Longmore, Clerk of the Peace Office. Price 12s. 6d. Postage 1s. To this work, of course, applies equally what I have noted above as to the great value of such official records to the student of social customs and local history. Covering, as it does, the Napoleonic period, it also has points of interest relating to the Anglo-French wars and their effect on life in England. "Inevitably," we read in the preface, "the early part contains many references to the army, the militia, and the other additional forces raised for the defence of the country. . . . As before, misdemeanants and vagrants were sent to join the forces, or were given the chance of enlisting to avoid their punishments."

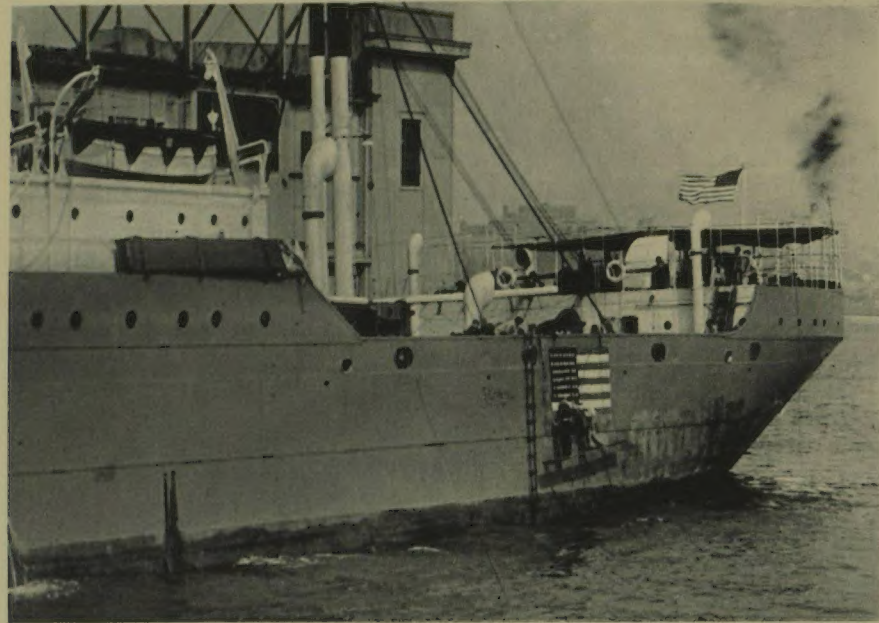
Among illustrated topographical books designed for popular reading, nothing could be more attractive than the well-known series to which have just been added two new

volumes—  
"HIGHWAYS

AND BYWAYS IN ESSEX." By Clifford Bax. With Illustrations by F. L. Griggs, R.A., and S. R. Badmin, R.E.; and "HIGHWAYS AND BYWAYS IN THE WELSH MARCHES." By S. P. B. Mais. With Illustrations by Joseph McCulloch (Macmillan; 7s. 6d. each.). These two books will maintain the high standard set by their predecessors, both on the literary and the pictorial side. Readers who wish to combine appreciation of architecture and natural beauty, with a knowledge of Essex life and character, and particularly of Essex humour, would be well advised to read, in conjunction with Mr. Bax's book, some of Mr. S. L. Bensusan's amusing dialect stories. Mr. S. P. B. Mais needs no introduction, being so well known, both to readers and listeners, as an interpreter of the British countryside and its historical associations. There are few parts of our country, I should say, that he has not visited and described in his picturesque and companionable style.

From Wales we now proceed to Scotland by way of two books which no one interested in the Highlands should neglect. This general recommendation must do duty for a detailed discussion, as unfortunately my remaining space is limited. Readers are always sure of good entertainment in a new volume of reminiscent travel by the author of "The Arches of the Years," "A Time to Keep," "In My Path," and "Lapland Journey." The latest of the series is "HEBRIDEAN JOURNEY." By Halliday Sutherland (Bles; 10s. 6d.). The author does not write in guide-book style, pursuing a consecutive course from place to place, but gives us a score or so of entertaining travel essays, each with its local colour and atmosphere. Some typical chapter-headings are "In Oban Bay," "Fingal's Cave," "Columba on Iona," "The Loch of the Red-Haired Girl," and "The Dungeon at Dunvegan." Especially interesting is the essay on Flora MacDonald, where Dr. Sutherland seeks to isolate the bald facts, as against those who have woven "a romantic story about one of the most practical and least romantic women in history." He also tells the less-known story of her subsequent life after her adventure with Prince Charlie.

The other Scottish book mentioned above, which also takes the reader to the Highlands, and has the added attraction of many charming photographs, is "THE GOAT-WIFE." Portrait of a Village. By Alasdair Alpin MacGregor. With 31 Illustrations (Heinemann; 12s. 6d.). The title does not indicate any fantastic metamorphosis, such as that of "Lady into Fox." Its actual significance and the general trend of the work are clearly explained by the author. "This book," he writes, "is factual. . . . It seeks to portray everyday life as lived in a Highland village and parish before and during the Great War. It is, moreover, the story of a remarkable woman who, having abandoned her somewhat conventional Edinburgh background, came North with a flock of some fifty goats to occupy a croft on the Highland hillside. Whilst so simple a setting provides the foreground for the narrative, the Scottish capital supplies the background. Between the Goat-wife (the name the country folk gave her) and the author, existed an understanding of the heritage this incomparable background symbolised." Dedicatory verses recall Stevenson's lines "To the tune of *Wandering Willie*."



UNITED STATES ATLANTIC SHIPPING SEEKS TO GUARD ITSELF FROM THE DANGER OF ATTACK BY GERMAN SUBMARINES: THE STARS AND STRIPES BEING CONSPICUOUSLY PAINTED ON THE SIDE OF THE S.S. "SCANNPENN" AT JERSEY CITY BEFORE HER DEPARTURE FOR SCANDINAVIAN PORTS.

Public opinion in America was profoundly shocked by the news of the torpedoing and sinking on September 3 of the Donaldson Atlantic liner "Athenia," carrying passengers and refugees to Montreal; and a flood of messages by telephone and telegram from relatives and friends of the 311 Americans on board poured in to the White House. As part of the precautions immediately set on foot to protect the lives of U.S. citizens travelling on the High Seas, American mercantile ships are having a large-size Stars and Stripes painted on the sides of vessels maintaining contact with Europe, as illustrated above.

Wide World.

works of a topographical character. I have always had a *penchant* for change of scene, not only for holiday purposes, but for more or less—usually less—permanent abode. If I were ever to perpetrate an autobiography it might be appropriately entitled "Changes of Address." Such migrations, in fact, constituting

A sawdust Odyssey, carried on  
In the dark ship Pantechnicon,

have been so frequent in my earthly pilgrimage that an old friend once complained of my having compelled him to buy a new address-book.

My latest removal—due to reasons of health and *Anno Domini*—if it has not quite enabled me to say with Charles Lamb, "I am Retired Leisure," has, at any rate, allowed me to become a home-worker and produce this weekly page in rural quiet, having in a literary sense, as it were, "accepted the Chiltern Hundreds." It is therefore with the ardour of a new inhabitant that I have been studying a fresh instalment of the "COUNTY OF BUCKINGHAM CALENDAR TO THE SESSIONS RECORDS." Vol. III. 1705-1712 and Appendix 1647. Edited by William Le Hardy, M.C., F.S.A., and Geoffrey Ll. Reckitt, M.C., F.S.A. (Aylesbury. Guy R. Crouch, LL.B., Clerk of the Peace, County Hall. 1939. Price 10s. Post Free, 11s.). A book of this kind, of course, is not suitable, or intended, for light and popular reading. It will appeal rather to students of local history and to all who take an interest in the past, especially in the town or village where they themselves reside. It abounds in local lore of the early eighteenth century.

One passage happens to appeal to me particularly as it relates to a village within easy reach of my new home. In the records of the Michaelmas Sessions, 1708, we read: "Upon the petition of the inhabitants of Chalfont St. Peter and the certificates (of certain carpenters and bricklayers), that on Thursday, the 8th July last, the steeple of the parish church 'suddenly fell downe to the ground and by the fall thereof not only beat downe and demolished the north and south aisles of the said church but alsoe soe damaged and shattered the whole body thereof that the same could not be supported but must be wholly rebuilt, and that the losse sustained thereby amounted to the value of one thousand five hundred twenty one pounds five shillings and six pence,' desiring the Queen's 'letters to collect the charitable benevolence of well disposed people towards their said great losse,' it was ordered that the 'certificate of her Majties Justices of the peace now present in court, directed to the Right Honourable William Lord Cowper, Baron of Wingham, Lord High Chancellor of Great Britaine be fairly ingrossed' and delivered to the inhabitants." The fall of the steeple was attributed to "an unusually high wind."



THE ANGLO-JAPANESE DISCUSSIONS DURING THE COURSE OF WHICH NEW EVIDENCE WAS PRODUCED WHICH LED TO THE ESTABLISHMENT OF A PRIMA FACIE CASE AGAINST THE FOUR CHINESE SUSPECTED OF HAVING ASSASSINATED A PRO-JAPANESE OFFICIAL—THE OSTENSIBLE CAUSE OF THE BLOCKADE OF THE BRITISH CONCESSION AT TIENTSIN: THE JAPANESE FOREIGN MINISTER, MR. HACHIRO ARITA, AND THE BRITISH AMBASSADOR, SIR ROBERT CRAIGIE, AT THE MINISTER'S OFFICIAL RESIDENCE IN TOKYO. (S. and G.)

In a group of books picturing the British countryside may appropriately be included one of an unusual kind namely, "MY KINGDOM FOR A HORSE." The Story of a Journey on Horseback from the Cornish Moors to the Scottish Border. By Margaret Leigh (Macmillan; 7s. 6d.).



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